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TUESDAY, JULY 24, 1928.

日八初月六

50 P.M. ANNUAL
SINGLE COPY 10 CENTS

NOT-TAX CAMPAIGN IN INDIA.

GRAVE CHALLENGE TO BRITISH RULE.

SIR LESLIE WILSON'S FINAL AND DEFINITE OFFER.

TRENCHANT WARNING.

London, July 23. The British authorities in India are viewing with increasing uneasiness the serious situation that has arisen in Bardoli as the result of a no-tax campaign, and the movement is being interpreted as a direct challenge to British rule. To-day Sir Leslie Orme Wilson, the Governor of Bombay, forecasted vigorous measures if the residents of Bardoli persisted in their present attitude. A fortnight has been given in which a decision is to be made.

On July 3rd, the *Times of India* made the first report of the alarming situation, announcing that in Bardoli, one of the richest districts in the Bombay Presidency, a no-tax campaign had completely paralysed the machinery of the local Government, with the result that nobody could even stir from his house without the knowledge and consent of the leaders of the campaign.

Organised Campaign.

Subordinate Government officials themselves, the journal reported, were practically dependent on the goodwill of these leaders for supplies, conveyances etc.

A man named Vallabhai Patel controls the campaign, which is backed not only by local wealth, but by a monthly dole of five lakhs of rupees from fellow-villagers who are now settled in South Africa.

Sir Leslie's Offer.

Sir Leslie Wilson last week met a deputation from Bardoli of the inhabitants who are fomenting the campaign, and Sir Leslie offered, after a long parley, to order a special inquiry into the new assessments provided the taxes were paid forthwith, in the meantime the Treasury to hold the difference between the old and new revenue as a deposit pending the result of the inquiry.

Offer Rejected.

Two days later, Vallabhai Patel announced that Bardoli had rejected the offer, and asked that an enquiry be opened immediately on which residents of Bardoli should be represented. He also requested that all punishments made should be remitted.

Sir Leslie Wilson to-day addressed the Bombay Legislature giving the British standpoint in no uncertain terms.

Sir Leslie emphasised that his offer was definite and final.

A Critical Issue.

Alluding to "recent speeches, writings and actions" he said that the issue might appear to be whether His Majesty's writ was to run in a portion of the Dominions, or whether the edict of some unofficial body was to be obeyed.

"If that is the issue, the Government is prepared to meet it with all its power," he declared.

Fortnight To Decide.

The Governor warned Bardoli of the grave consequences which might follow persistency in their present attitude, and asked the Members of the Bombay Legislature on behalf of their constituents to decide within a fortnight whether they would accept the conditions which he offered last week.—Reuter.

Governor Strongly Supported.

London, July 23. Sir Leslie Wilson's speech to the Bombay Legislature was mentioned this evening, when many questions were asked regarding Bardoli.

Earl Winterbottom, the Under-Secretary of State for India, said that if the conditions mentioned by Sir Leslie Wilson were not satisfied, the Bombay Government would have the full support of the Government of India and His Majesty's Government in Great Britain, in en-

EXTENSIVE COTTON COMBINE.

ELABORATE SCHEME DEVISED IN MANCHESTER.

100 MILLS AFFECTED.

London, July 23. An extensive combine, aiming at the more economical working of Companies spinning American cotton, is on the point of formation in Manchester.

It is stated that it will control a hundred mills with six million spindles. The Board will consist of business men drawn from every section of the industry.

A comprehensive plan of action is being elaborated, including the purchase of cotton on the growing fields, ginning on the plantations and direct shipment to Lancashire.

A forward policy will be followed in salesmanship, thus bringing the consumer and producer into more direct contact.—Reuter.

Relief From Stamp Duties.

London, July 23. On the Government's initiative, the House of Commons has agreed to the inclusion of a new clause in the Budget, granting relief in respect of certain stamp duties in connexion with Company reorganisations.

This has been done in order to meet the wishes of the American section of the cotton spinning industry, which Mr. A. M. Samuel, Under-Secretary to the Board of Trade, declared to be seeking to reorganise itself and its finances.—Reuter.

ITALIA DISASTER CRITICISM.

SIGNOR MUSSOLINI MAKES STRONG PROTEST.

ITALY WILL INQUIRE.

Rome, July 23.

"We cannot help protesting against the anti-human and anti-Italian wave dashed upon the protagonists of the unhappy Polar enterprise of the dirigible "Italy,"" declared Signor Mussolini, at a Cabinet meeting to-day, in emphasising that no enquiry will be held until everything possible has been done to find the remaining castaways.

Signor Mussolini also made it clear that when an enquiry is held it will be held in Italy by Italians.

Any other suggestion must be regarded as absurd and offensive, and any proposal to it, it would be immediately repelled; declared the Italian Dictator.

Il Duce expressed deepest thanks to all who had participated in the work of rescue, particularly to the members of the crew of the Russian ice-breaker "Krassin," who saved Major Zappi and Mariano and afterwards the party led by Lieut. Viglieri.

Signor Mussolini respectfully and sorrowfully saluted Professor Malmgren.—Reuter.

SOVIET INTERESTED IN BUDDHISM.

ENCYCLOPEDIA TO BE COMPILED.

Leningrad, July 23.

The Academy of Science has founded an Institute for the study of the Buddhist culture of Tibet, Mongolia, China, India, and Japan. The Institute is compiling the World's first encyclopedia of

Buddhism.

An International Congress for the study of Buddhism is being convened in Leningrad in the summer.—Reuter.

forcing compliance with the law and crushing the movement.

The movement would have to be crushed because if the conditions were not satisfied, it would be clearly exposed as one directed to coercing the Government and not representing reasonable grievances.—Reuter.

AERIAL TRAGEDY REVEALED.

MR. WARWICK FOUND DEAD ON HILL.

MACHINE WRECKED IN HILLY AND DESOLATE SPOT.

HIDDEN IN HEATHER.

London, July 23. In a desolate spot in the hilly country over the Scottish border between Peebles and Moffat, a shepherd boy to-day found the body of Mr. Guy Neville Warwick, the missing competitor in the King's Cup Air Race round Britain. Some distance from the body was the completely wrecked aeroplane in which he crashed while on the last stage of the flight from Newcastle to Renfrew.

The plane was found on the top of a sharp peak 2,761 feet above sea-level on Broad Law Hill, a well-known landmark between Peebles and Selkirk, and the machine was smashed and piled up on the hillside.

Missing Three Days.

Mr. Warwick had been missing for three days, and the failure to discover the disaster earlier is explained by the fact that the scene of the tragedy is seldom visited, the nearest house being over two miles and a half away.

The unfortunate airmen was undoubtedly killed instantaneously.

Hidden in Heather.

The body was half hidden in the heather on the hill, and terrible injuries had been sustained.

Mr. Warwick was a London barrister, who abandoned his legal practice in January in favour of civil aviation, and it is learned that he first became acquainted with flying while in Egypt during the war.

The only explanation of the disaster is that he struck the mountain-top during a mist while flying low.

Broad Law Hill on which the plane was wrecked lies directly in a straight line between Newcastle and Renfrew, the route of the last leg of Friday's stage of the air race.

Engine Trouble Before Crash.

The airmen was dead right in his reckoning when disaster overtook him. He was passing over mountainous country which in the event of engine trouble offered

but little chance of a safe landing.

It is possible that he was looking for ground to make a forced landing, but had been compelled to continue until his machine crashed. It is also thought possible that he clashed into the hill during a mist while flying low in searching for a safe landing ground.

The shepherd boy who made the terrible discovery first sighted the wreckage of the plane and then some distance away, the body of the victim.

Mr. Neville leaves a wife and three children to mourn his loss.—Reuter and British Wireless.

King's Cup Details.

Interesting details of the machines successful in the King's Cup Race have been supplied to Mr. R. Vaughan-Fowler.

The winner, Captain W. L. Hope, flew the new G. Type De Havilland Moth, fitted with the De Havilland Gipsy engine of 100 h.p.

Captain C. F. Uwins, 2nd, flew a military aeroplane made by the British Aeroplane Company and fitted with one of their engines.

80,000 Miles.

Miss Spooner, 3rd, flew a M.K. 1 Moth fitted with a 60/80 h.p. Cirrus engine. The machine was over three years old and had flown over 1,000 hours, which means that before it entered the race it had covered at least 80,000 miles.

Captain H. S. Broad, 4th, used a machine similar to the winner's. Captain G. De Havilland, 5th, used a Cirrus X-type Moth, which carried a passenger throughout the race.

Mr. Alan Butler, 6th, used a machine similar to the winner's, and Mr. Jackman, 7th, flew a machine of the type flown by Captain H. S. Broad.

Captain G. De Havilland, 8th, used a Cirrus X-type Moth, which carried a passenger throughout the race.

Mr. Alan Butler, 9th, used a machine of the type flown by Captain H. S. Broad.

Miss Spooner, Captain De Havilland and Mr. Jackman came in the order in the competition for the Siddeley Touring Trophy.

Mr. Alan Butler, 10th, offered to compete among Light Aeroplane Clubs.

U.S. INFLUENCE IN CANADA.

ONTARIO MINISTER URGES BRITISH ACTION.

EMPIRE CONFERENCE?

London, July 23. In the House of Commons, Mr. Amery, the Dominions Secretary was questioned regarding the statement by the Prime Minister of Ontario upon the way in which American influence and methods were permeating Canadian life, and whether His Majesty's Government would co-operate in the proposal for an Empire conference of men of affairs to review means of strengthening Anglo-Canadian relations.

Mr. Amery said he had seen press reports of the speech by the Premier of Ontario.

As to the proposed Empire Conference this was a Conference of the Commonwealth.

London, July 23. On the report stage of the Finance Bill, Mr. Winston Churchill, Chancellor of the Exchequer, moved a new clause, the effect of which was to reduce the betting tax from October 1st next, for credit betting from three and half per cent. to two per cent. and for course betting from two per cent. to one per cent.

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He hoped the reduction in the duty would add to the efficiency of the tax and that there would be less evasion.

If a practical scheme of grading licences were to be devised that scheme would supersede either in whole or in part the reduced percentage. The rate of duty upon the totaliser had not been settled by the present moment.

As soon as the new body was constituted, the Government would begin an examination with them, and see what was a fair proportion which they might properly take. The new clause was read a second time by the House of Commons and was added to the Bill.—British Wireless.

SHANGHAI INVADED BY LOCUSTS.

Chinese Terrified and Regard Visitation as Omen.

SOLDIERS TO ATTACK.

Shanghai, July 24. The Chinese are attaching ominous significance to the appearance of locust hordes at Woosung, comparing the phenomenon to the Biblical visitation.

Picturesque reports are being put into circulation by the Chinese, some of whom declare that the locusts are in such quantity that the sun has been obscured.

The Commander of the Woosung Forts has ordered the soldiers to attack the locusts.

The visitation has descended on Shanghai and the neighbourhood at a particularly bad time. Crops are just coming on and are liable to be ruined.

Younger insects were the first to appear, coming in enormous clouds, and soon afterwards there was a deluge of adults.

Farmers are terrified. The Autumn silk cocoon crop is likely to suffer.—Our Own Correspondent.

Chance for Business Men.

One of the competitors carried a passenger, and as these machines are designed to carry two people and luggage, they can be used for pleasure or business tours; at the astonishingly low cost of 12 to 15 cents (Hongkong currency) per mile.

Any business man can learn to fly one of these machines—hundreds have already done so—and this means that if a business man owned one of these machines he could fly to Canton from Hongkong in under an hour at a cost of ten or eleven dollars. In three hours, he could go there and back and spend one of those hours doing his business in Canton.

"Moths" and "Gypsies."

The most outstanding feature of the King's Cup and Siddeley Touring Trophy races was the huge success of the De Havilland Aircraft Company "Moths."

Another very interesting feature was the success of the new air-cooled Gipsy engine, of 100 h.p. built by the De Havilland Aircraft Co., specially to meet the requirements of light aeroplane owners. This is the first time this engine has been seen in public, and it has put up a very good performance; in fact, when it is remembered that, running full throttle for hour after hour on hot days is the greatest test of an engine's reliability, it is evident that the "Gipsy" has proved itself on its first public outing.

In addition, the Canadian Government incurred an expenditure in respect of the provision for after-care for a period of five years.

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British Wireless.

Not Toys.

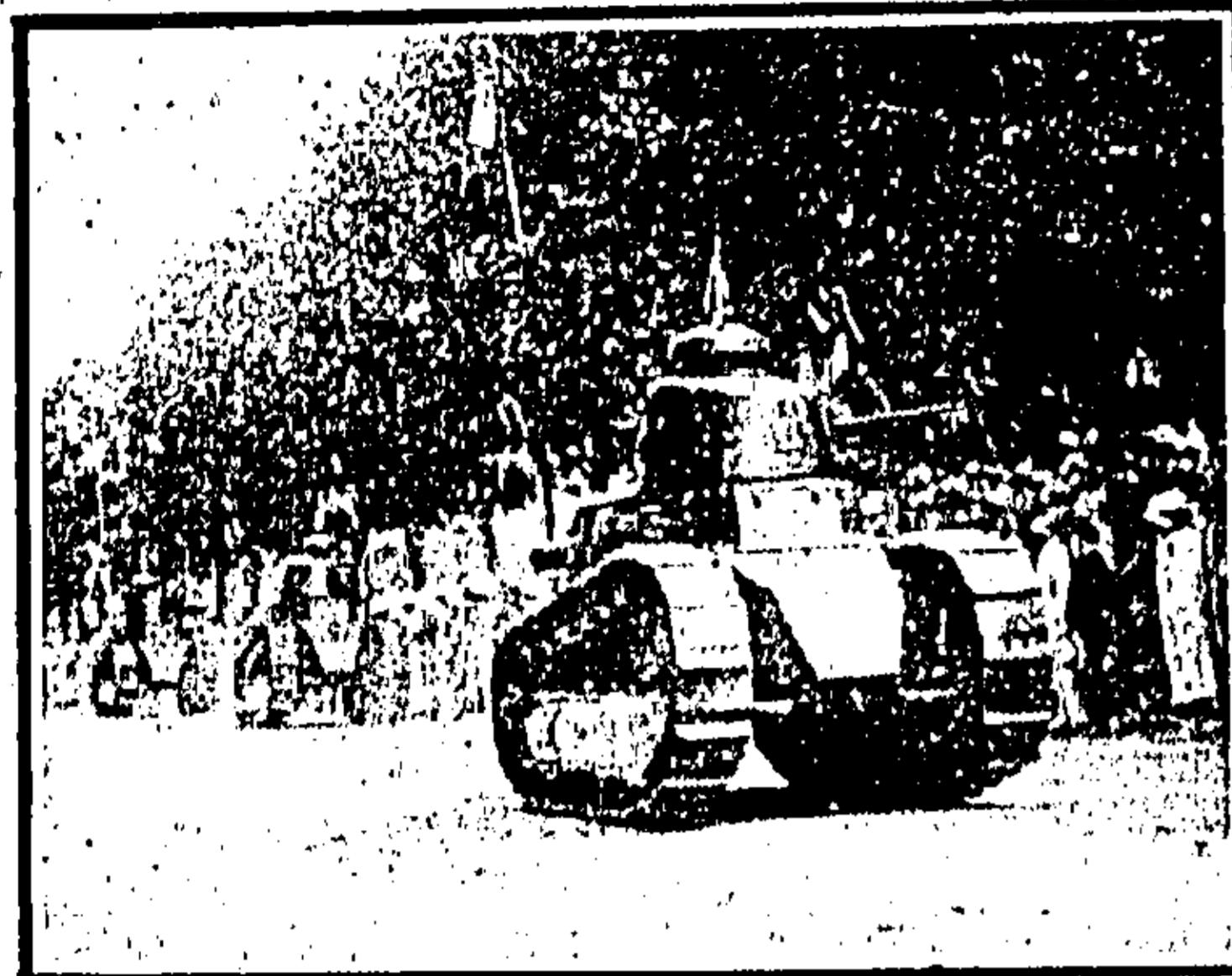
Congratulations are due to the De Havilland Aircraft Co.



Nanking is leading the way among inland cities in China by inaugurating a bus service organised by the Nanking General Omnibus Company, and has recently purchased a fleet of 18 Reo Speed Wagon Chassis.



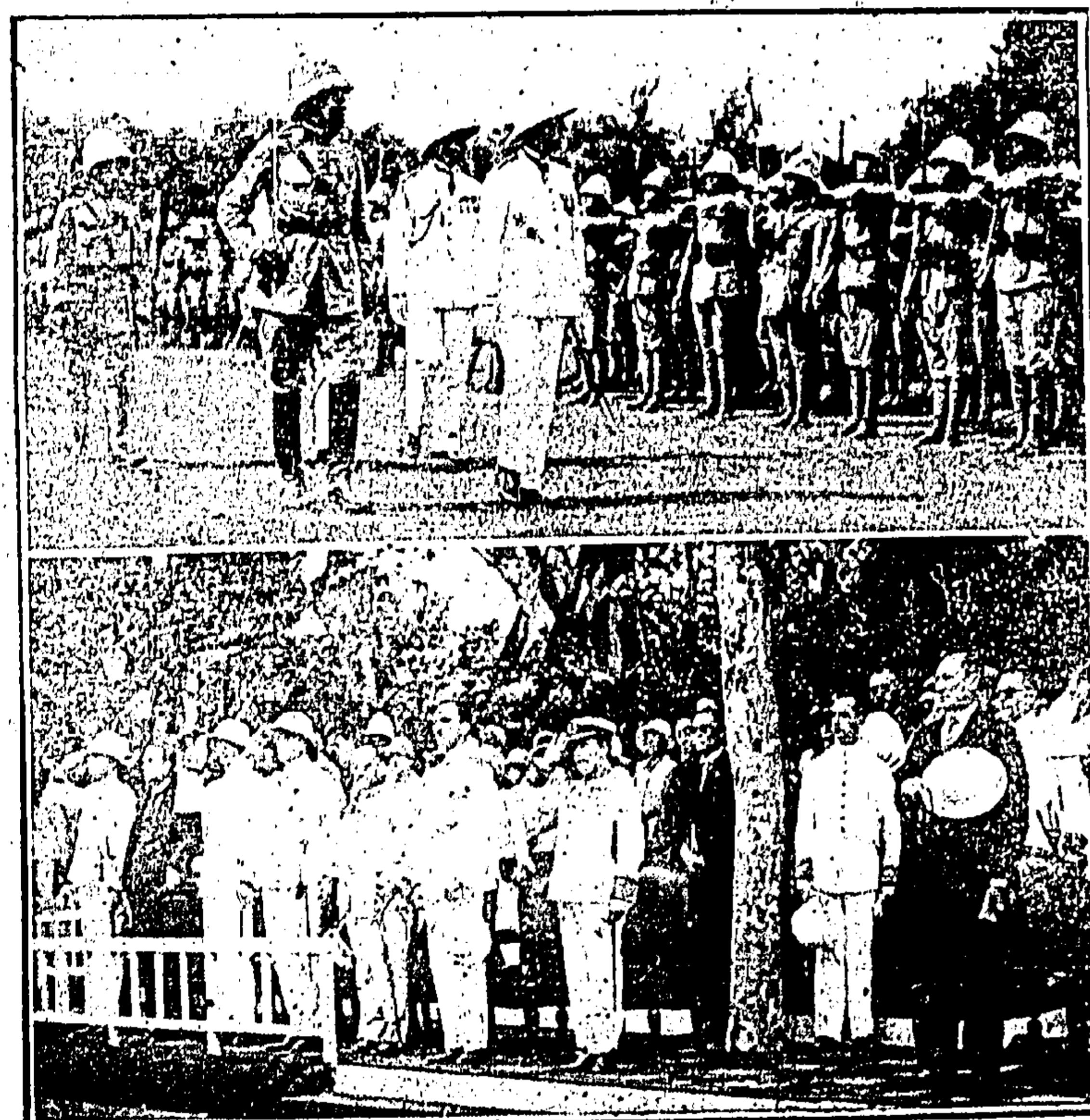
Mr. F. R. Mass, managing director of Osram China Company, who recently returned to Shanghai after a business trip to Europe.



The very small but very mobile tanks attracted much attention in Shanghai streets in the inspection of the French defence forces at the celebrations of French National Day. One of the tanks is shown "marching just."



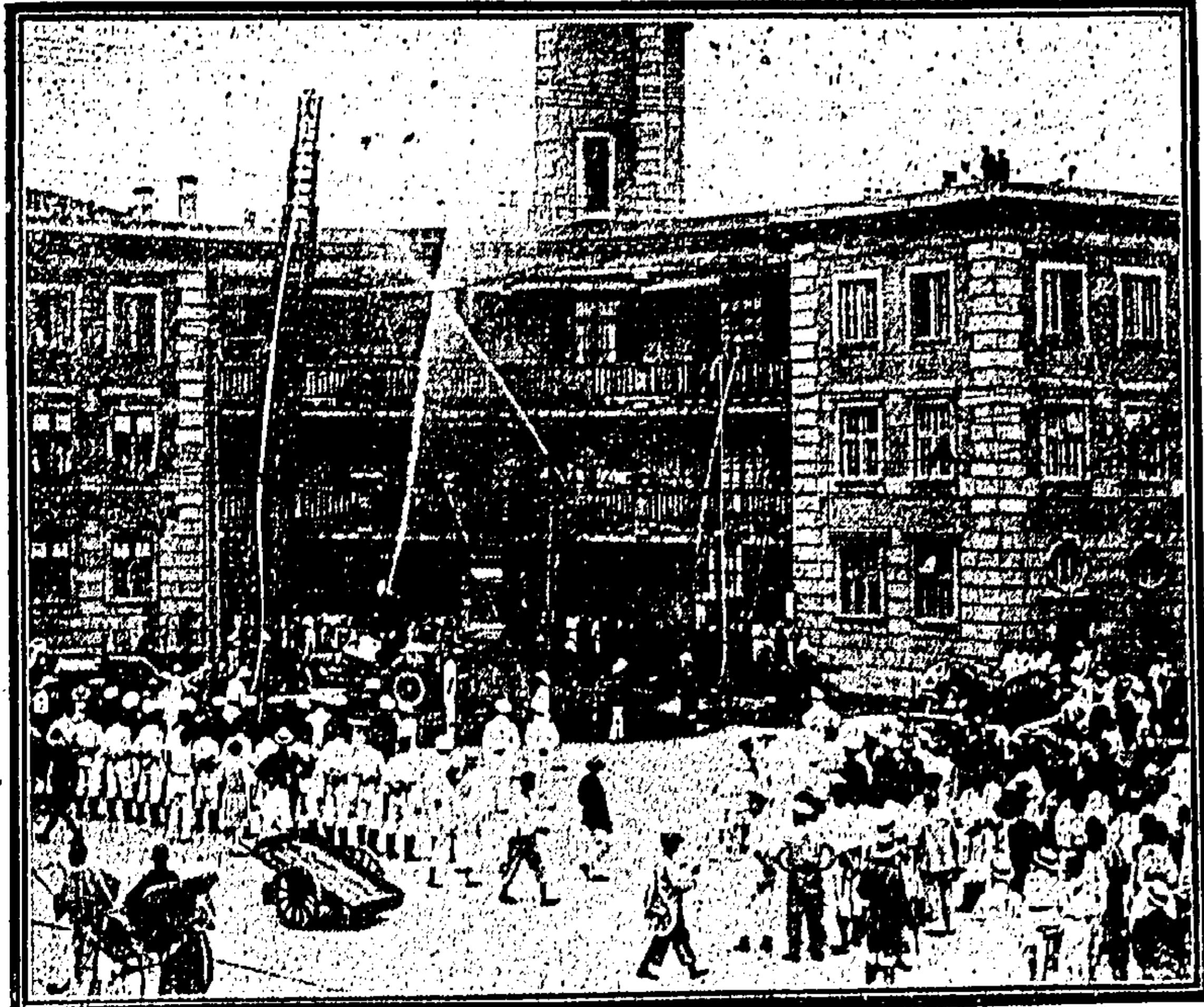
A number of decorations were conferred as part of the ceremony at the French Park Shanghai, recently when Admiral Stotz, Commander-in-Chief of the French Far Eastern Squadron, inspected the French defence forces.



A review of the French naval and military defence forces, police and Volunteers at the French Park marked the French national day.



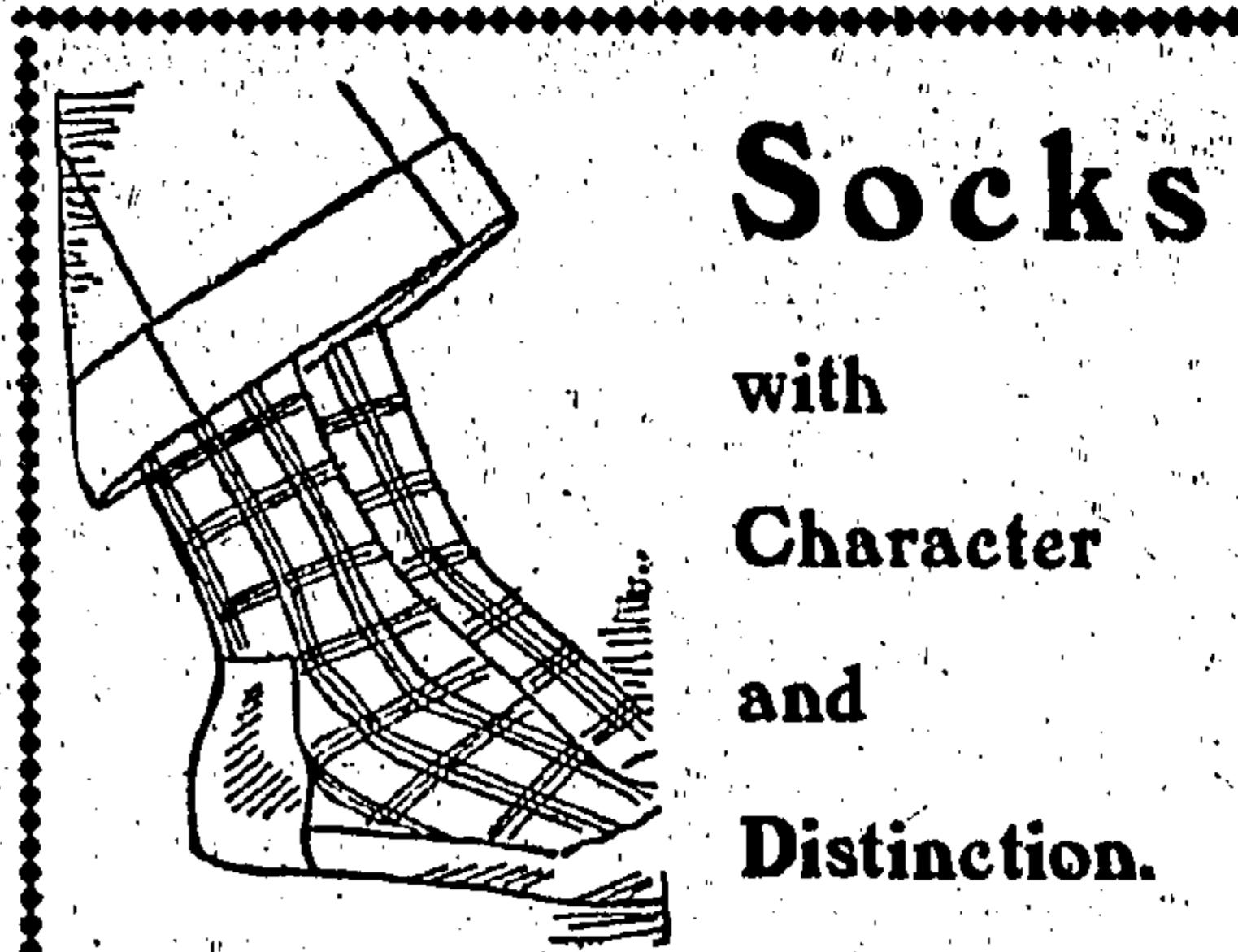
In the conflict of religions and customs in the marriage of the former Maharajah of Indore and Miss Nancy Miller the occidental influence seems to have won. They are shown honeymooning in Paris in fashionably correct attire.



The efficiency of the Hongkong Fire Brigade demonstrated at a special function at the Hongkong Station recently.



Mr. Colin Livingstone Martin and his bride, Miss Doris May Wrigley, after their wedding in Shanghai.



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By whom?
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TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.567.

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M. POINCARÉ HITS BACK.

CRITICS TROUNCHED IN A LIVELY SPEECH.

Paris, June 29. M. Poincaré's voice had less than usual to-day, and he looked tired when he rose to defend the policy of his Government. It must be hoped that a benign providence will save him from making many more big speeches during the next fortnight.

Yet he spoke with all his accustomed energies, and gave "it for 't" to interrupters. It was a pleasant, persuasive, jocular Poincaré, sure of the ultimate vote, who for nearly two hours championed the cause of his child of predilection—Miss National Union. There were lively, not unkindly, diggs at the Socialists and a lordly ignoring of the attacks levelled against M. Herriot of supporting national union in ways peculiar to himself.

To the taunt that he will not definite his majority M. Poincaré replied gaily that to do so would put the cart before the horse: he will govern as long as the majority of the Chamber supports his Government, and the more often the merrier. Yet, strangely enough, it was easy to see where M. Poincaré's true majority lies. All the warm frequent applause came from the Right and Right Centre, little from the Left Centre, and none at all from the Left, going as far as the disgruntled Radicals.

Alsace. Alsace and Lorraine are in a special position with "customs of their own," said M. Poincaré, "that merit to be treated with tact and delicacy."

Uncertainty can do immeasurable evil in Alsace and M. Poincaré will not be a party to keeping it alive. France and Alsace need only to get to know one another better for the clouds to dissipate, and this process is now going rapidly forward.

A thunderous ovation always from the same benches greeted the close of this passage, and was renewed at the end of M. Poincaré's speech when, despite loud interruptions from the Socialists, he trounced certain insubordinate and unscrupulous Civil Servants whose Unions incite to political intrigue and "en canny" strikes, and claim to treat on equal terms with the State itself.

The Government will ask for powers, promised M. Poincaré, to deal with the situation. M. Poincaré's speech was a fine effort, and showed that whenever he chooses he has a powerful enthusiastic mass of supporters in the Chamber.

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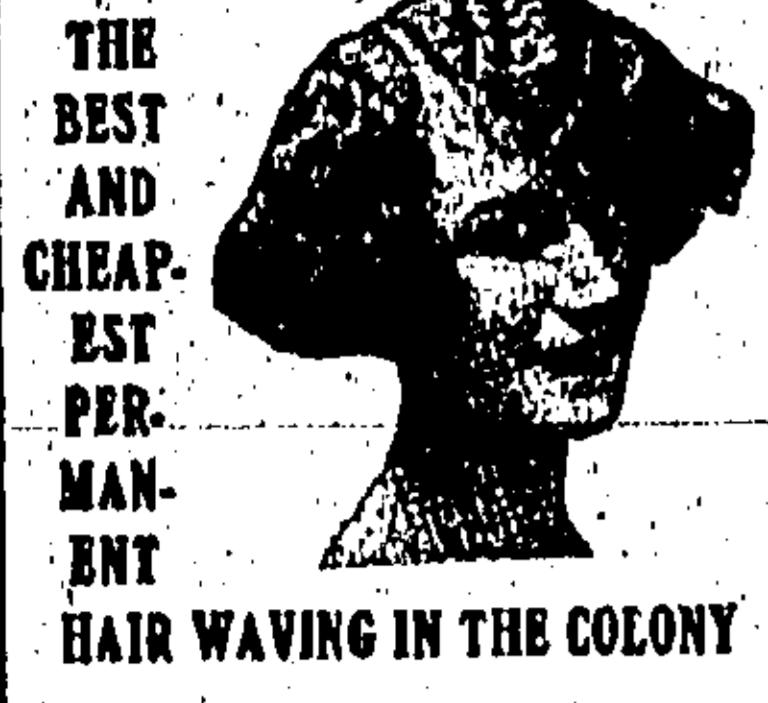
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CINEMA NOTES.

"FRISCO SALLY LEVY" AT QUEEN'S.



Mrs. BETEN

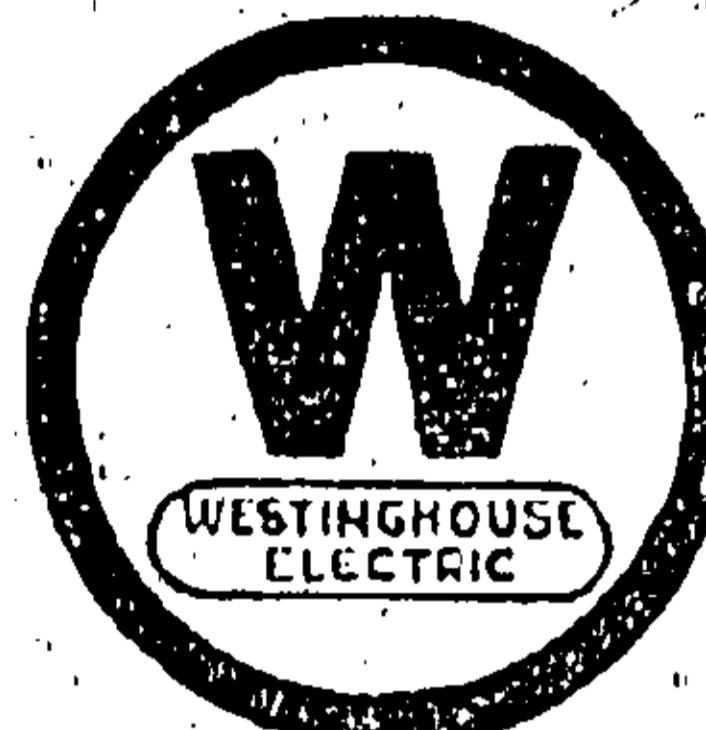
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and Stores.

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CINEMA NOTES.

"FRISCO SALLY LEVY" AT QUEEN'S.

"Frisco Sally Levy," a delightful Jewish-Irish comedy romance, will be screened at the Queen's Theatre for the last time to-day. The picture concerns a girl dancer, two lovers, and a quaint, lovable home where a Jewish father and an Irish mother preside over their daughter's destiny. It has pathos and humour and everyday realism, and is a faithful portrayal of life in any modern city. Sally O'Neil the heroine of many screen successes, plays the girl, Roy D'Arcy, the villain, and Charles Delaney, the hero.

From to-morrow till Saturday, "Sorrows of Satan" will be the chief attraction at all shows. Adapted from the famous novel by Marie Corneille and directed by D. W. Griffith, the story concerns the temptations of modern youth. Adolphe Menjou, Carol Dempster, Ricardo Cortez and Lyle de Putti are the leading players.

"Forty Winks."

A lady's jewelled garter proves an invaluable aid in solving the mystery around which revolves the action in "Forty Winks," the screen version of David Belasco's successful stage play, which comes to the World Theatre to-day and to-morrow at the 5.15 and 9.20 p.m. performances.

The story, in the main, is a comedy and has to do with a "Johnny" type of aristocrat who sets out to recover some valuable papers that have been stolen. His "detecting" lands him in many uncomfortable positions from which he manages to extract himself in a most amusing manner. Raymond Griffith is the leading player, and others appearing in support are Viola Dana, Theodore Roberts and Anna May Wong.

At the 2.30 and 7.15 p.m. performances, the Chinese drama "Chang Wen Ziang" will be screened.

"The Coming of Amos."

Love, danger, romance and struggle fill the unusual plot of "The Coming of Amos" which comes to the Star Theatre to-day and to-morrow. The story, a melodramatic comedy adapted from the well known novel by William J. Locke, ranges in local from the wilds of Australia to the gay Riviera. Rod La Roque is the leading player and is supported by Jetta Goudal who appears as a fascinating princess with whom La Roque falls in love. Noah Beery adds much colour and not a little comedy to the plot in his part of a sleek and polished villain who also strives to win the lady's hand. Others in the cast include Trixie Friganza and Arthur Hoyt.

But probably it is not only the fact that she has no time for self-pity that helps to keep the business woman fit. Far more likely is it that the mere fact of being continually interested saves her.

It is this faculty of being interested, of being able to forget oneself, and to care about other things or other people, which saves a woman, whether she be in business or living at home, from the misery that comes of monotony and boredom.

But it is more difficult for a woman living at home with no need to work, to find an absorbing interest. For it requires great strength of will to persevere in voluntary work to the point where interest carries one along almost without effort.

It was learned that the plans and specifications of the new ships will be sent within a few days to all shipbuilders in Shanghai, Hongkong, and Japan.

The ships which will be acquired will be much larger than the coastguard cutter Corregidor and about the same tonnage as the Bustamante.

WOMAN'S WORLD
FOR OUR LADY READERS.

For Travelling.



To be Pitied.

ARGUMENTATIVE WOMEN.

Is there any individual more to be pitied than the argumentative woman who can find no outlet for her opinions?

Some would say that there are those, who do deserve our pity even more than she does, and that those are the people she tries to argue with, if they happen to be doomed to live at close quarters with her.

It is certainly true that there is no more trying misfit in the world than the woman who is interested in things that do not interest her family circle, if she has not sufficient tact and commonsense to show her that she must not look for an audience among her own people, but must seek it elsewhere.

As a rule, the argumentative woman who makes herself a nuisance is not over-intelligent, and, consequently, does not specialize in tact.

Perhaps that is why her approach to her pet subjects is dreaded by her long-suffering relatives; arguments so easily develop into quarrels.

Yet the argumentative woman is to be pitied, for her itch to be making other people think as she does must be a painful disease when suppressed.

Kindness.

Show kindness while you can
And don't postpone it;
That chance may pass you by
Though you won't own it.

Take kindness offered you
And don't refuse it,
Your own heart afterwards
Will not excuse it.

Give kindness in return?
Well, that's agreed to;
Yet, if you can't, don't fuss.
There is no need to.

The kind heart never is
The one that heads it
So "pay back" kindness to
The next who needs it!

THELMA COOMBS.

Business Women and Nerves.

It has been stated once again, I see, that the business woman is not nearly so often a victim of "nerves" as are her sisters in other walks of life, and one reason advanced for this state of affairs was that she could not go about with a chronic grievance and wallow in self-pity; as many other women did.

But probably it is not only the fact that she has no time for self-pity that helps to keep the business woman fit. Far more likely is it that the mere fact of being continually interested saves her.

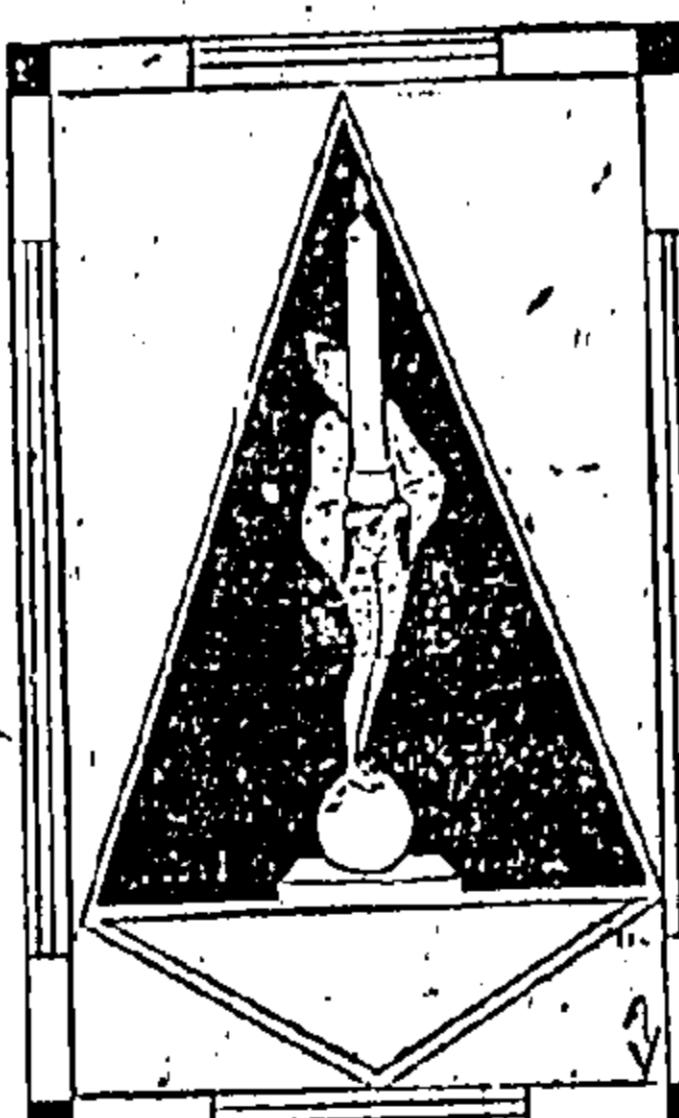
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But it is more difficult for a woman living at home with no need to work, to find an absorbing interest. For it requires great strength of will to persevere in voluntary work to the point where interest carries one along almost without effort.

All work has its dull patches, and unless necessity drives, most people are tempted to give up when one of these is reached.

But the thought of the tremendous difference which interest in work gives to life, should be sufficient to goad even the most tired worker on till the dull patch is covered once again.

Light Role.



A colourful, amusing clown adds another meaning to his usual role when he becomes a useful bearer of light.

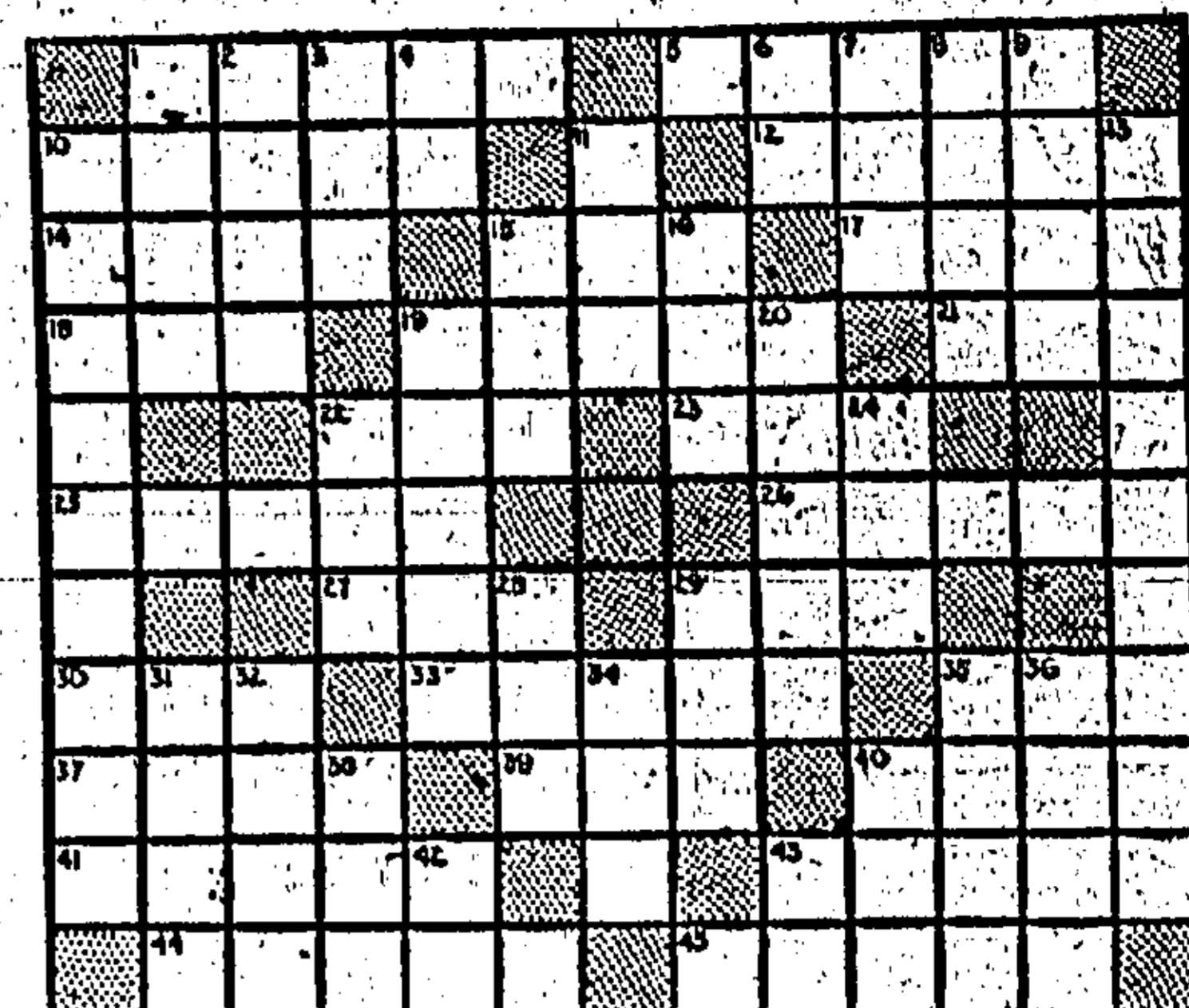
Oscar Throws Cold Water



Smart Touches.



OUR CROSSWORD PUZZLE



Horizontal.

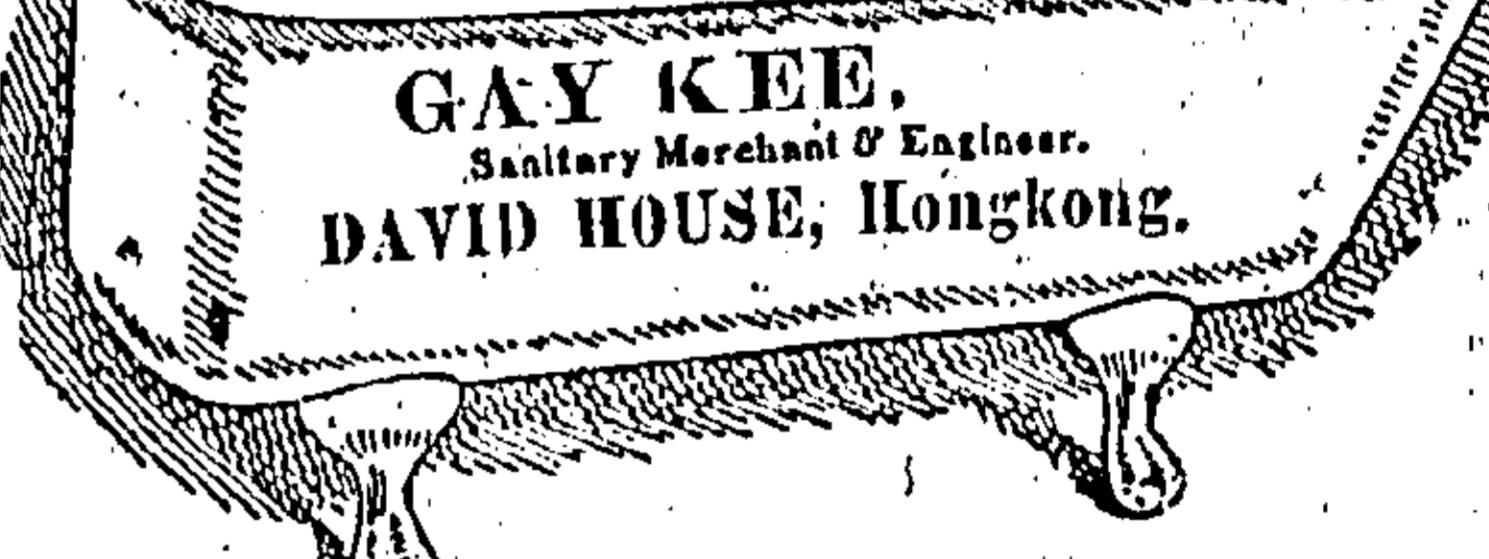
- In what country is "The Great Wall"?
- Soft, muted.
- Solitary.
- What constellation is represented as a set of scales in the Zodiac?
- Orderly arrangement or line.
- Inlet.
- Breakwater.
- Strong caustic solution.
- What river in France had two famous battles fought on its shores during the "World War"?
- To jolt.
- Secured.
- Wing part of a seed.
- Short letters.
- To perish in water.
- Malice.
- To wager.
- To knock lightly.
- Drain.
- Silkworm.
- Verbal.
- Thick shrub.
- To stupefy by a blow.
- More discriminating.
- What genus of moths includes the clothes moth?
- Reckoned chronologically.

Yesterday's Solution.

KANSAS	MOONEY
EVANS	MAID
LAIRE	DRAG
FAIL	PAL
LADE	ERM
DOSE	DOSE
ENRANK	MERE
INDRAFT	TS
RYBING	PERI
INDRAFT	AM
MANCANT	PANG
IRK	TIE
PALL	NODE
SE	IRK
MATE	START
ATHENS	STELES

Vertical.

- Knotty type of earthy substance.
- Fine whistone.
- Writing fluid.
- Point of compass.
- Deity.
- To immerse in fluid.
- Wading bird.



GAY KEE,
Sanitary Merchant & Engineer,
DAVID HOUSE, Hongkong.

OFFENCES IN HYDE PARK.

NO CHARGES BY POLICE DURING MAY.

Sir W. Joynson-Hicks, the Home Secretary, stated in the House of Commons in reply to Mr. Day that no charges for indecency were brought by the police under the Hyde Park regulations during May.

Mr. Day—in the previous month there were 60 cases, and there was one supported by corroborative evidence. Is the reason for that great reduction that special instructions had been given to the police to try to obtain corroborative evidence?

Sir W. Joynson-Hicks—No, sir. Mr. Day must form his own conclusion.

Lieutenant-Commander Kenworthy—Does that mean, as I hope it has been the case, that there has been an improvement in public

manners in Hyde Park, or that the police have been hampered by recent events?

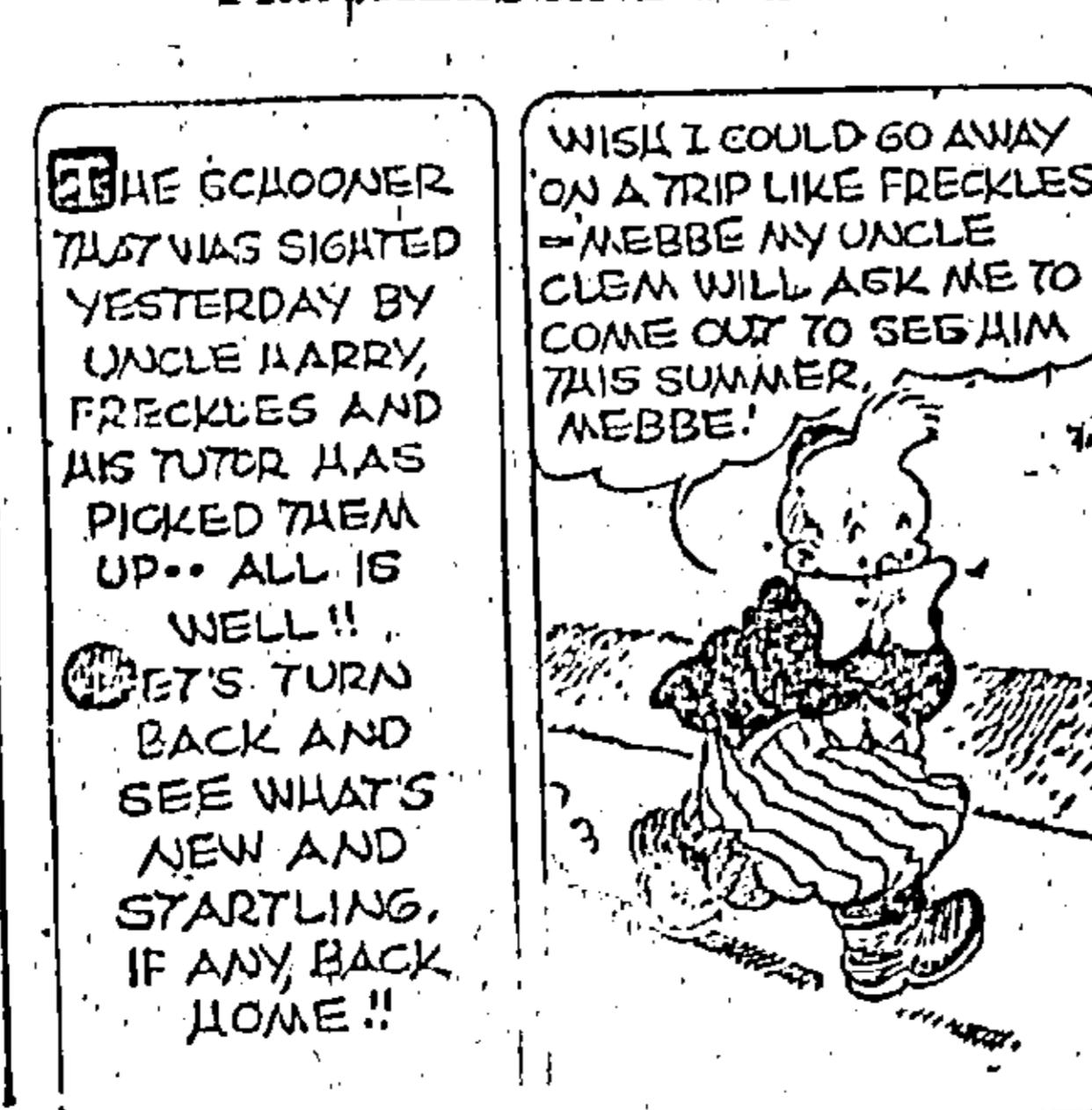
Sir W. Joynson-Hicks—Lieutenant-Commander Kenworthy is putting me in a difficult position. The fact is clear that there were on average 30 or 40 per month in previous months, and since certain events there have been none. I may say that has always followed in regard to similar events. I hope before very long the police will resume their normal activities. I must confess I am afraid there is any change in the condition of affairs.

Lieutenant-Commander Kenworthy—in the Minister aware that the great majority of this House and of the public outside will support him in properly administering the law in Hyde Park?

Sir W. Joynson-Hicks—Lieutenant-Commander Kenworthy knows the position is exceedingly difficult. I am exceedingly anxious not to take any false step in the matter, and I would ask him to leave it to me. (Cheers.)

By Blosser

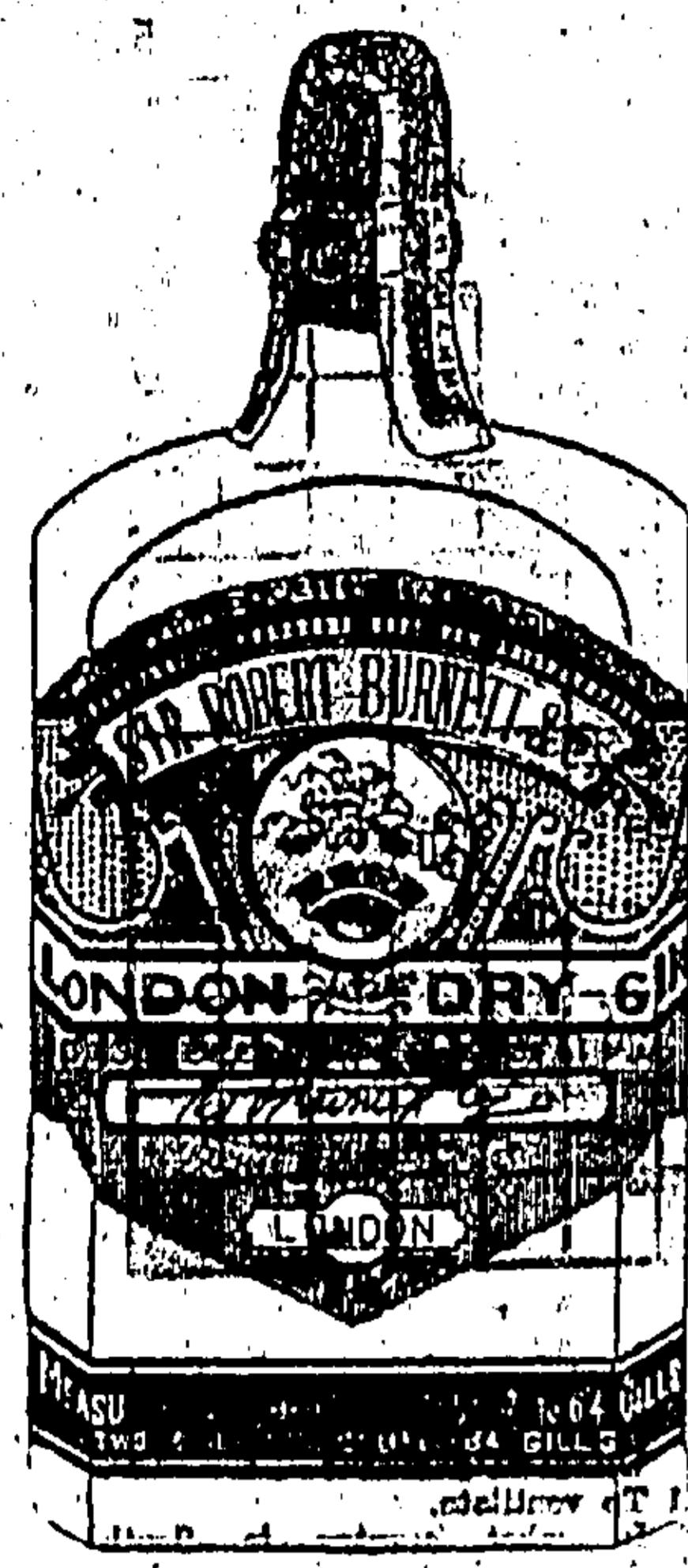
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REICHSSAHLT—GERMANY—
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—ELECTRICITY—PARIS.

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The Hongkong Telegraph.

TUESDAY, JULY 24, 1928

JAPAN AND CHINA.

That the relations between China and Japan are once again becoming strained is evident from the news of the past few days. Sharp divergences of opinion have arisen over the question of Treaty revision, as well as in regard to Japan's position in Manchuria; the anti-Japanese boycott is still being vigorously pursued in Shanghai and in Swatow; and there has been another clash between Chinese and Japanese troops in Shantung. These developments, occurring at a moment when the Nationalists are beginning to embark on schemes for the unification of the country, cannot but be regretted. It is clear that a situation of considerable delicacy has arisen between the two nations, and it will take much patient statesmanship to prevent affairs from becoming worse.

The most serious issue at the moment is that which has developed in consequence of China's denunciation of the Treaty of Commerce which she concluded with Japan in 1896. In October, 1926, the Chinese Foreign Office approached Japan on the question of the revision of this Treaty, and several efforts have since been made to come to terms on the matter. One of the Articles of that Treaty lays it down that until revision is effected, the Treaty and its tariff thereunder shall continue in force, and although the contemplated periods of negotiation have since expired, they have by mutual agreement been extended. China has, however, now taken it upon herself to abrogate the Treaty and intends to apply provisional laws in place of it. This move is not altogether surprising, for in her Note to Japan in 1926, China foreshadowed some such action. At the time, this possibility was resented by Japan, for, in replying to the Chinese Note, she held that the Chinese intention fundamentally to revise not only the tariffs and commercial articles of the Treaty, but also the entire Treaty and Notes thereunder, was not sanctioned. Moreover, the Tokyo Government intimated that the proposal was not in line with the spirit of mutual confidence and helpfulness which would alone ensure the success of any negotiations. Not

withstanding the express provisions of the Treaty, however, the Nationalist Government has now denounced it, and it has been made abundantly clear that Japan regards this act as a breach of international law. How the impasse is to be overcome it is difficult to see, for Japan appears determined not to acquiesce in the Nationalists' provisional laws. Much tact will assuredly be needed if even more serious developments are to be avoided.

The Manchurian question is undoubtedly linked with this Treaty issue. The reports regarding Japan's overtures to General Chang Hsueh-liang are somewhat conflicting. First of all it was stated that the Manchurian ruler had been "warned" not to join hands with the Nationalists because Japan's position might be prejudiced thereby. A later interpretation is that Chang was "advised" to refrain from association with the Nationalists until the situation in China had become quieter, and the Nationalists had preserved international courtesy. This latter phrase is no doubt a reference to the Nationalist attitude on Treaty revision, which Japan thus links up with the Manchurian issue. It is evident that Japan is at present not inclined to surrender her special position in Manchuria, and here also she may come into conflict with the Nationalists. All these developments, taken in conjunction with Shanghai's big anti-Japanese agitation, show that the situation is decidedly tense at the moment, and that it has within its ambit possibilities of serious trouble.

Commercial Flying.

Hongkong has lagged behind the times with such consistency in so many different ways that it is extremely encouraging to learn from Mr. R. Vaughan-Fowler that commercial flying facilities are likely to materialise at no far distant date. Negotiations with the interested authorities at Canton and Macao are not yet complete, but since the project will be of estimable benefit to both places, there is no reason to suppose that a satisfactory agreement will not be reached very shortly. The type of machine to be used has already been decided upon. Hongkong's commercial planes will be of a design similar to many of those used by the Imperial Airways, Limited, the De Havilland 6-8 passenger craft, fitted with the famous British Jupiter IX engine. Hongkong will, of course, be the central base for the organisation, but both Macao and Canton have areas well suited for landing-places and hangars, and there is no reason why these places should not co-operate to the extent of anticipating future developments, even though it be true that the scope of the present scheme scarcely calls for large establishments. The biggest problem to be faced by the pioneers, however, is the cultivation of the flying habit in the Chinese, who must be the principal supporters of the enterprise if success is to be achieved. The difficulty is greater since modern science's conquest of the air has not passed through progressive stages in the mind of the Chinese. The finished article has been thrust upon him, as it were, and though he has been visibly impressed by the "marvels" from out the West, the predominant feeling among the majority is one of awe. A very strong prejudice has thus to be overcome, and we trust that if discouraging results are reported in the beginning, enthusiasm will not dampened. Then there arises the question of whether a fleet of machines can be maintained by the returns from fares sufficiently attractive to travellers to encourage the belief that the time saved is worth while. Mr. Vaughan-Fowler, the enthusiast, no doubt has given serious consideration to every aspect of the object. He appears to be confident that commercial flying can be organised on an economic scale from the point of view of the company and of the passenger, while we are content with the remark that what has been achieved in England and America is possible in Hongkong.

Among the passengers who left for the s.s. Siberia Maru were the Rev. and Mrs. W. T. Featherstone who are going to Formosa for about a month. They have taken a Japanese bungalow at Sozan, a new Japanese health resort about 2,000 feet up on the hills a few miles from Tajhoku. This year there are about six European families there.

DAY BY DAY.

THERE ARE TIMES WHEN IT WOULD SEEM AS IF GOD FISHED WITH A LINE, AND THE DEVIL WITH A NET.—Mme. Swetchine.

The Empress of Russia, which left Hongkong on the 4th July, arrived at Vancouver on Saturday.

The Empress of Canada left Yokohama at 6 p.m. yesterday and is due here on Monday afternoon.

Upcoming weddings announced include those of Mr. H. J. Henricksen, of the Peak Hotel, and Mrs. Ingrid Wolden, of Bergen, Sweden; and Mr. Andrew Harper, of 221 Nathan Road, Kowloon; and Mrs. Leo See.

The Dutch s.s. Van Heutz, arriving from Belawan and Singapore with 2,203 deck passengers, reports the death of four en route, the cause not being stated. In the Harbour Office report, "The bodies were all buried at sea."

In view of the uncertainty in the financial situation due in part to the approaching removal of the restriction on the export of rubber, it has been decided to defer consideration of the scheme for a Malayan Royal Naval Volunteer Reserve Force.

A report was made to the police yesterday by a salesman employed at the Standard Oil service store in Leighton Hill Road to the effect that eleven tins of motor oil, valued at \$18.90, were stolen from the store between 10 p.m. on Sunday and 7.30 a.m. yesterday.

The young Chinese painter who was remanded from yesterday on charges of being found on Stonecutters Island without permission and of breaking and entering the range Canteen, was at the Kowloon Magistracy this morning sentenced to three strokes of the cane on the first charge and a further eight strokes on the second.

On the occasion of a birth to a female immigrant on board the s.s. Lyneon, reported yesterday, a collection was taken up on board for the benefit of the mother. There were five European passengers on board, all of whom contributed generously, while the Chinese passengers also donated their mite, with the result that nearly \$100 was raised.

This morning's Harbour Office reports give 20 arrivals and 18 departures, "British holding top place with five and eight respectively, leaving 54 vessels in harbour, of which 20 were British. Tonnage was comparatively high, but freights were not too good, although a record cargo of over 14,000 tons was registered onwards. Through freights showed an increase, the top figure being of more than 8,000 tons with other registries of seven and six thousand.

A fine of \$20,000, or a year's hard labour, was inflicted.

For having eight tins of illicit opium, a Chinese employed on the steamer Chung On was fined \$600, or three months' hard labour. Another man brought up from the lack of evidence, but the drug, amounting in this case to 20 tins, was confiscated.

Another Chinese, who admitted to having committed the offence of boiling opium at Shaukiwan, was sentenced to three months' hard labour on pleading guilty.

Simla, July 23.

The railway situation in Madras is slightly improved. The strikers are concentrating their activities on the Velloreapuram meter gauge line on which the service is being maintained with difficulty, but on the broad gauge line the men are loyally.

One death has resulted from the derailment of the Madras ocean mail train yesterday.—Reuter.

JAPAN'S DIPLOMATIC CHANGES.

MR. MATSUDAIRA APPOINTED TO LONDON.

Tokyo, July 24.

Mr. Tsuneyo Matsudaira will be installed as Ambassador to London and Mr. Katsuji Debuchi as Ambassador to Washington this afternoon. The former will not proceed to his post until after the Coronation, while Mr. Debuchi will probably leave in October.

At the same time, Mr. Shigeru Yoshida, instead of proceeding to Sweden, to which he was appointed some months ago, will succeed Mr. Debuchi as Vice-Minister for Foreign Affairs in Tokyo. It is anticipated that his wide firsthand knowledge of China will be particularly valuable at the present time.

It is understood that Viscount

Kintomo Mushikoshi will be ap-

pointed to succeed Mr. Yoshida as

Minister to Sweden very shortly.—

Reuter.

\$2,000 LUMP OF OPIUM.

DISCOVERY ABOARD A JUNK.

Whilst proceeding up the central Faltry, from the direction of Wanchai, yesterday, a junk was stopped by a Revenue craft and when Revenue officers went aboard, a lump of opium, weighing 278 tael, and valued at over \$2,000, was discovered lying on deck, apparently having been brought up from a place of concealment.

When the case came before Mr. D. Lindell, at the Police Court this morning, it was stated that concealed in the core of the ball of wool was a stone to which was attached a length of rope. The wet condition of the rope showed

About Hong Kong.

Do you know that?

The question of the observance of Sunday in Hongkong was the subject of a special Government order as far back as 1844, by reason of the fact that the desecration of the Day of Rest was then most marked?

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The then Governor, Sir John Davis, added in a notification that he hoped Sunday would be observed with due respect henceforth by the Christian population throughout the Colony.

that the opium had been fished out of the water only a short time before the Revenue officers made the seizure.

The boatman, who was charged with the possession of illicit opium, was asked where he fished the drug from.

Defendant replied that the opium was taken aboard at Aberdeen.

A fine of \$20,000, or a year's hard labour, was inflicted.

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PASSENGER TRAINS WRECKED.

INDIAN RAILWAY STRIKERS' OUTRAGE.

Madras, July 23.

The South India Railway Strikers are reported to have wrecked passenger trains at Kodaihnan and Tuticorin.

Casualties are reported in both cases, but at present no details are available.—Reuter.

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EXCHANGE RATES.

London, July 23.

Paris 124.15
Geneva 25.25
Berlin 27.37
Oslo 18.20
Helsingfors 193.34
Athens 37.50
Buenos Aires 47.13/32
Hongkong 4.86/4
New York 12.08/3
Amsterdam 18.15
Stockholm 18.15
Vienna 34.40/5
Madrid 23.45
Bucharest 70.5/6
Bombay 1/6.20/82
Yokohama 1/10.17/82
Brussels 34.90
Milan 92.85
Copenhagen 18.19
Prague 164
Lisbon 2.5/16
Rio 6.20/82
Shanghai 2.8/8

Silver (spot and forward) 27.7/10

British Wireless.

Moscow, July 23.

M. Chicherin has consented to a request by the Russo-American Chamber of Commerce, to allow Professor Smolovitch, the leader of the Soviet polar relief expedition aboard the "Krasin," and Captain Tchukovitch, who rescued Mariano and Zappi, to visit the United States.—Reuter.

TOKYO, JULY 24.

Mr. Chicherin has consented to a

request by the Russo-American

Chamber of Commerce, to allow

Professor Smolovitch, the leader

AMERICAN SEAMAN
STOWAWAY.
GIVEN OPPORTUNITY TO GET
EMPLOYMENT.

SERVED IN FLANDERS.

G. L. Aper (32), a native of Jacksonville, Florida, described as a seaman electrician, appeared before Mr. W. Schofield at the Kowloon Magistracy this morning on a charge of stowing away on the s.s. President Grant.

Mr. H. T. White, of the Dollar Steamship Company, prosecuted.

The defendant pleaded guilty.

Sergeant Ellis informed his Worship that the defendant was found in one of the ship's life-boats on Sunday, the ship having left Manila the previous day. He was taken to the Chief Officer, whom he told he could get work in Hong Kong.

The defendant, in a statement in extenuation, said he met certain gentleman whilst he (defendant) was working as electrician on board a ship. This friend was once in Hong Kong but was now in Shanghai. The defendant had been offered a job in Shanghai for three years.

After obtaining permission to leave his employment on the ship, the defendant joined his friend but "money got tied up" and for the past four months he had been out of work.

Continuing, Aper said that his friend gave him the names of several gentlemen in Hong Kong and told him to see them in the hope of getting work locally. The defendant told the Magistrate that given the opportunity to interview these gentlemen he was positive he would obtain employment. He was willing to pay for his passage from Manila as soon as he got his first salary.

"I don't think Mr. White will put anything in my way," said defendant.

Aper added that he had been three years in the American Army and had seen service in France, but he did not know if that would make any difference to the Court. This was, however, the first time he had tried to go upon that fact.

It was decided that the defendant be remanded for three days in order that he might see the gentleman he mentioned.

In reply to his Worship it was stated that the fare from Manila to Hong Kong was \$75.

His Worship:—But that's first class?

Mr. White:—There is no steerage for Europeans.

His Worship:—Was defendant given first class accommodation?

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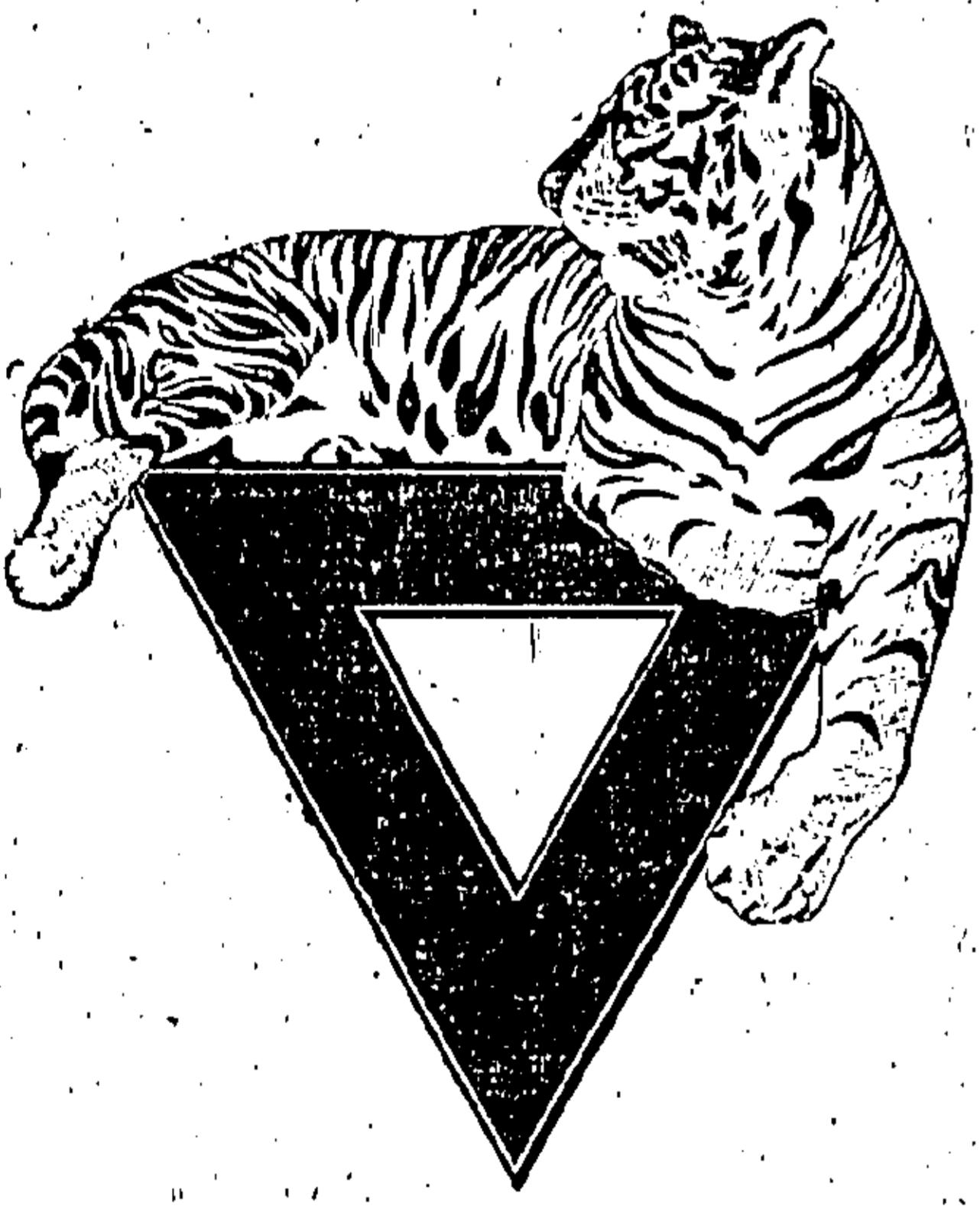
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SLAZENGER
RACKET FRAMES
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APPEAL AGAINST
SENTENCE.

(Continued from Page 1.)

Sir Henry Gollan:—It is a procedure that I have never been acquainted with.

Mr. Fitzroy explained that the Court had no power to deal with the point, grant time, amend, or do anything about it.

Sir Henry Gollan remarked it had been held, in cases of appeal at Quarter Sessions, that the time mentioned in the Ordinance was absolutely fixed. If a party could not bring himself within that period, it could not be helped.

Within Time:

Mr. Jenkins:—But I am within the time.

Sir Henry Gollan:—But have you done what is required of you—that you should ask for a re-hearing?

Mr. Jenkins replied the Rule does not say that he must put in the word "re-hearing." "It does not say that I have to set out that part of my application is for a re-hearing. What it does say is that I must do it within the time," he added.

Sir Henry Gollan said that, supposing the Court was with Mr. Jenkins, the notice was in order. Then they would have to grant a re-hearing when they would be ready in the position of a court of Quarter Sessions which would have to re-hear the case. They would first of all have to decide whether to re-hear the case. Then they would have to decide whether it should be heard on the evidence as it stood, or with additions. The Court could order it to be tried on the depositions, but in the absence of a special order, they would have to hear the evidence of the witnesses in the Court below only. The Court, however, might give leave for further evidence to be adduced.

Mr. Jenkins, in reply, emphasised that Section 104 did not call upon him to set out in the notice of motion anything but the brief grounds of the appeal. He was not called upon to say that he asked for a rehearing. All the Court had to be satisfied of was that it had before it a motion which briefly set forth the grounds of dissatisfaction of the appellant.

A "Slip":

Mr. Jenkins said that the matter was obviously a slip, and suggested that the Court must have power to deal with it.

Sir Henry Gollan replied he did not think that the Court had any power to amend. All it could say was that all the material elements required appeared in the notice and that there was merely the non-use of the word "re-hearing." "I don't think there is any question of amending," he added.

Mr. Jenkins:—As it is of such grave importance, and as the practice here is without parallel elsewhere, this matter is a very grave one indeed. There are two very well-known families involved.

Sir Henry Gollan:—That, of course, we don't take into consideration, Mr. Jenkins. It is a grave matter for anyone.

Addressing Mr. Fitzroy, Sir Henry Gollan said all the essential requirements of Section 104 had been complied with. Ten days' notice had been given, a motion had been filed, it had been served upon Mr. Fitzroy, and grounds were set out which would have appeared in an application for a re-hearing.

Counsel for the Crown replied that everything must be done strictly. He submitted that the matter in argument was one which must be strictly interpreted. The Court could only dismiss the application for a re-hearing or grant a re-hearing. The Ordinance requires things to be done in a strict order, and if one failed in any little, then it was a failure which could not be put right and the case must be struck out. The interpretation of the provisions must be strict, because they were laid down perfectly clearly. "If one makes mistakes, one has to stand by them," he remarked.

Mr. Jenkins said that, according to Mr. Fitzroy, the Court had no power at all, but perhaps they would grant him the indulgence of ascertaining whether that position was correct or not, a position which their Lordships seemed inclined to accept.

Not An Amendment:

Giving the decision of the Court upon the point, Sir Henry Gollan said as at present advised he agreed with Mr. Fitzroy that the Court had no power to amend with respect to an appealant proceeding under the section. "But I don't think this is a question of amendment. It is one of form, and if we are satisfied that all the necessary conditions required by Section 104 have been, in fact, fulfilled, I think that would give us grounds for refusing to adopt the objection raised by Mr. Fitzroy." The Chief Justice continued:

"There is no doubt about it that if this appeal had been out of time

we should have had no power to deal with it at all," said the Chief Justice. "The objection taken to the notice of appeal is that it is not for a re-hearing but to quash. That, certainly, would be the ordinary form an appeal would take.

"I have had experience of at least three sets of Magistrates' Ordinances in the course of my service, and in each case the appeal to the Court has been to quash a conviction. Here it is quite obvious that this is not the procedure. It is rather an elaborate and exceptional one.

"The application by a convicted defendant to this Court should be for a re-hearing, setting out the grounds upon which that application is made. Then, the first thing the Court has to do on that application is to consider whether there are any grounds for a re-hearing. If there are no grounds, then it dismisses the application. If it considers that there are grounds for re-hearing, then it has to consider the procedure to be adopted under Section 105.

Objection Over-ruled:

"In this case, formerly the application was to quash the conviction, but as a matter of fact the grounds to quash the conviction are exactly the same grounds that would have been alleged if the application had been for a re-hearing. Substantially there has been a compliance with the requirements of Section 104 and all the essential elements are present in the application. The only departure in the notice given is that the word 're-hearing' is not used and the application is made to quash a conviction.

"I think, in the circumstances of the case, it would be giving too much importance to a mere verbal departure from the provisions of Section 104, to uphold the objection taken by Mr. Fitzroy, and consequently I think we may treat the notice of motion as one for a re-hearing and follow the procedure subsequently laid down under Section 105."

Mr. Jenkins then proceeded to analyse the evidence. He argued that there was sufficient ground for the Court to grant a re-hearing of the case. He said the appeal was from a conviction recorded by Major Willson, the second police magistrate, on June 9, when he sentenced the defendant to one month's imprisonment with hard labour for the offence of publicly exposing himself in Kennedy Road.

Identification Question:

Counsel went on to recall the circumstances of the case. He said Mrs. F. Lea and Mrs. L. Leppard were walking along Kennedy Road on May 21, at about half past seven in the evening, when a Chinese riding a motor cycle drove into Kennedy Road from Macdonell Road, dismounted from his machine, walked past ahead of them and committed the offence complained of.

Mr. Jenkins emphasised the importance of identification and said he had no doubt that the ladies were insulted, as they said, but added he would show that the defendant was not the man.

Continuing, Mr. Jenkins pointed out that Mrs. Lea first described the man to the police as "short, thick-set, wearing gafters, and looked like a Japanese." Mrs. Leppard gave no description at that time but before the magistrate she described the man as wearing a white shirt, no hat, with water-proof leggings. Before the magistrate, Mrs. Lea had said the man was wearing riding overalls and had no hat. Also at the identification parade she told Sergeant Rozesky that she did not see his face.

Not the Man:

Continuing, Mr. Jenkins said that, in order to convict, the Magistrate must have come to the conclusion that some time that evening the defendant had changed his clothes. The evidence was all one way—that the defendant was not the man. Mr. Jenkins contended that if the Magistrate came to the conclusion that the defendant had changed his clothes, then he should have interrogated the witnesses on the point and should have put his conclusion to the defendant. It might be within the rights of a Magistrate to keep that point to himself, but it should have been put to the defendant.

The question of the prosecution arose and Mr. Jenkins explained that witnesses were examined by the Magistrate.

The Chief Justice pointed out that it was usual for a commissioned police officer, at least an Inspector, to examine witnesses. It seemed to him rather an exceptional practice, as an Inspector usually examined witnesses and also cross-examined.

Mr. Jenkins said that in the ordinary Police Court it was the Magistrate who took the witness, the police officer being asked if he had any further questions to suggest.

Mr. Jenkins said he was not standing up to make capital out of the Magistrate. It was a case where there was so much discrepancy that it was necessary to bring forward those points. It seemed to him that the Magistrate had rather

WORLD'S LARGEST
LINER.

DETAIL OF WHITE STAR
ORDER.

ATLANTIC SERVICE.

Belfast, June 25.

The announcement that Messrs. Harland and Wolff had secured an order to build a new mammoth liner for the White Star Line has caused great satisfaction in the yards.

The liner will take three years to construct, and, it is said, will cost about £7,000,000.

It will be one of the most luxurious vessels afloat, and will be employed upon the passenger service between Southampton and New York, which is at present carried on by the Majestic, Olympic and Homeric.

Actual dimensions of the ship are not yet available, but it is expected that the new liner will be about

One thousand feet in length and have a gross tonnage of 60,000.

The Majestic, the present longest vessel in the world, is 915 feet long with a tonnage of 56,000. The Leviathan is eight feet shorter than the Majestic.

Engine Problem:

If this new greyhound of the seas could be placed on end it would reach nearly seven times the height of Nelson's Column.

No information is available as to the type of propelling machinery.

It is by no means certain that internal combustion engines will be decided upon. This is a type of engine for which Messrs. Harland and Wolff have become noted, and if they are used the new liner will not only be the largest vessel in the world, but the biggest motor ship.

The Britannic?

No decision has been reached as to the name of the super liner, but it may be Britannic, reviving the name of the vessel of that name sunk during the war.

The fastest ocean-going vessel now on the Atlantic service is the Cunard liner Mauretania, which crosses at a speed of 25 knots. Should the new vessel be fitted with motor engines of the Harland and Wolff type this speed will probably be exceeded.

The highest powered engines at present are the Harland "B" and "W" 8-cylinder 4-cycle double-acting Diesel, each capable of developing 10,000 h.p., on the Royal Mail Steam Packet Company's motor-ships Alcantara and Asturias, and on the Union Castle liner Carnarvon.

100,000 H.P.

Each of these vessels has two of these engines, which means 20,000 h.p. The liners are approximately 22,000 tons gross, and the Carnarvon Castle 20,063 tons, so that it will be seen that machinery of tremendously increased size and power would be required for a 60,000-ton ship.

Ten single Diesel engines of 10,000 h.p.—equal to 100,000 h.p.—would occupy an enormous amount of space, so that the problem is not an easy one.

The North German is now building two 46,000-ton ships. Machinery will be of the steam turbine type. The power development is 90,000 h.p., which is anticipated, will give a speed of 26 knots.

The White Star Line has had practically all its vessels built at Belfast. The first steamer built by Harland and Wolff for the company here was the old Oceanic which was put into service in 1871. This latest order will increase the already large amount of work on hand, consisting of a 26,000-ton White Star liner, a 20,000-ton Union Castle passenger liner (and a sister ship to be laid down shortly), four 15,000-ton passenger liners for the Nelson Steam Navigation Co., three passenger motor ships for the Belfast Steamship Company.

An official of the White Star Line said that the accommodation of the new ship will surpass anything hitherto seen in the Atlantic service.

been guided by surmise than by evidence.

Touching on the identification, Mr. Jenkins said the young man went to the Central Police Station and was there for two and a half hours before the identification parade was held. Mr. Jenkins submitted that their Lordships should hold that there was no evidence on which there could be a conviction.

The Chief Justice pointed out that it was usual for a commissioned police officer, at least an Inspector, to examine witnesses. It seemed to him rather an exceptional practice, as an Inspector usually examined witnesses and also cross-examined.

Mr. Jenkins said that in the ordinary Police Court it was the Magistrate who took the witness, the police officer being asked if he had any further questions to suggest.

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LABOUR PARTY AND
SPEAKER.

OPPOSE FULL AMOUNT OF
PENSION.

Westminster, June 27.

The illegality of the Socialist mind in House of Commons debate has never been more blatantly shown than in the arguments for reducing the Speaker's pension by three-quarters.

Motions to reduce the Speaker's customary annuity of £4,000 on retirement have been made before, but not until now with the full authority of a Party. Not until now has any front bench of leaders been ready to dance instantaneously to rank and file tunes.

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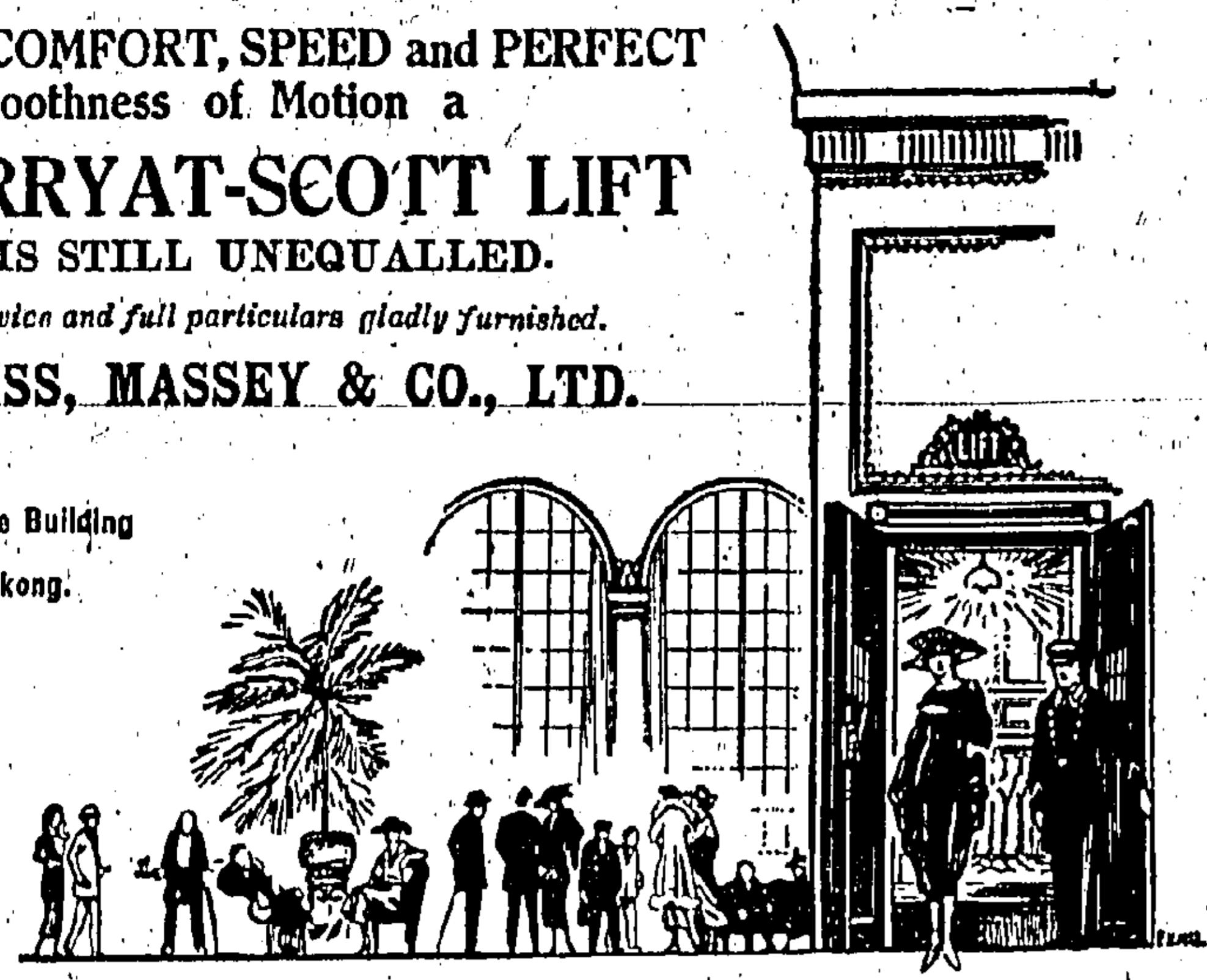
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Smoothness of Motion a
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—DRY DOCK—
LENGTH 787 FEET.
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SILL (H. W.O.S.T.) 34 FT. 6 INS.
—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
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TEL. ADDRESS—"TAIKOODOCK" HONGKONG.
TELEPHONE NO. 821.
CALL PLATE "6" OVER "A&E TELEGRAPH".

BUTTERFIELD & SWIRE, Agents
HONGKONG, CHINA & JAPAN.

REPULSE BAY INCIDENT.

LADY SUMMONED FOR NEGLIGENCE DRIVING.

A summons for alleged negligent driving against a Chinese lady, Mrs. Chan Wai-chi, which was heard before Major C. Willson yesterday afternoon, was marked by a verbal bout between Mrs. C. S. Matheson, proprietress of "Huntington," Stubbs Road, who appeared as the complainant, and Mr. Horace Lo, solicitor, representing the defendant. There was also a cross-summons against Mrs. Matheson's Indian driver for speeding.

Mrs. Matheson said that on July 6, at 9.50 a.m. she had dropped two friends at the middle steps of the bathing beach at Repulse Bay, and her chauffeur restarted the car to return to town.

Opposite the entrance to the Repulse Bay Hotel, she suddenly sighted a car, No. 967, which was looking as if it was bearing down on them. It would assuredly have come down on top of them had not her own driver accelerated and got past.

She asked the Chinese lady who was driving, if she had a license, and a man who was seated beside her replied that she had none. She then decided to take the matter to Inspector Alexander.

Driven Recklessly.

Mr. Horace Lo, cross-examining, suggested to witness that it was no concern of hers if the defendant had a license or not. He himself certainly would not have the impudence to ask any man for one, and he asked Mrs. Matheson, since when had she constituted herself a Traffic Inspector with authority to ask people for their driving licenses. He suggested that Mrs. Matheson's rights in such a situation were confined to asking for the defendant's name and address.

Witness said the other car was being driven recklessly. She herself was endangered as the car was going down the incline fast enough to have precipitated a collision. The car was eight feet from her when it negotiated the incline to turn round.

When Mr. Lo suggested that she was out of her bearings to the extent that she would not know which was the right side of the road and which was the left, Mrs. Matheson retorted: I have been driving a carriage and pair for 30 years not to know which side of the road I was going. She added that her car was keeping to the middle of the road.

Mr. Lo complained that witness could have given a direct answer to his question without indulging in sarcasm.

Mr. Lo said that 20 feet would have more correctly represented the distance of the two cars when they sighted each other.

Felt a Bit Nervous.

Mrs. Matheson, replying to the Bench, said she felt a bit nervous, but was sufficiently composed to think of looking behind for the number of the other car.

His Worship: Do you give directions to your driver about driving at a certain speed?

Mrs. Matheson: Always fifteen miles an hour. I won't go faster than that. Inspector Alexander will hear me out, won't he?

No reply from Inspector Alexander.

Mrs. Matheson further said that the Chinese lady appeared to be flabbergasted. The man who sat next to her and who jumped up to apply the brakes, did not seem to be able to do anything but talk after the incident.

Mrs. Matheson's driver alleged that the Chinese lady accelerated from eight to 18 miles when she swerved the car. The man who sat next to her had to jump up to stop the car, the lady would do nothing with it.

Mr. Lo remarked that acceleration to such speed was impossible in those circumstances.

A Morning Trial Spin.

Evidence was given by Johnson Woo, a student, that he was teaching Mrs. Chan Wai-chi to drive the car. She had a learner's license, while he himself was a licensed driver of many years' standing.

It was their practice to go for a trial spin every morning and to turn the corner opposite the garage at Repulse Bay.

To turn the car at that sloping section of the main road, he had necessarily go slow. It would be dangerous to accelerate to eighteen miles, for instance.

Inspector Alexander said that there was no regulation making it a one-way turning for cars around embankment, which served as an "island" opposite the Hotel. It was, however, the usual practice for cars to negotiate the "island" when making the turning. It was his opinion that, in this case, neither car would see each other until they reached the main road. One of them, therefore, had to give way to the other under those cir-

INDECENCY CHARGE FAILS.

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ENTHRALLING STORY OF MODERN LIFE.

"SHADOWS"

By PATRICIA LEIGH.

AUTHOR OF A MODERN GIRL, ETC.

CHAPTER XXI.

Drake looked formidable at that moment. The lamplight was behind him, so that his eyes gleamed strangely in a dark face, and he threw a fantastic shadow on the wall. Suddenly he caught the trembling girl against his. When he spoke his voice had a metallic timbre.

"Listen!" he said grimly. "You can't make a plaything of me. You've promised to be my wife—and I won't be flung aside like this."

"Then what do you mean to do?"

"I'm going to marry you—I refuse to release you."

"I can't be married against my will."

"No!" his arms almost bruised her, so fierce was his embrace. "but you don't realize what you've said. I believe that you love me, in spite of everything. If I go, you will come back."

"I won't!" she flushed.

"Yes you will, because you know that in breaking my happiness you will wreck your own."

There was a tense silence. It was torn by a sudden, shrill laugh. It was a forced, unnatural laugh, ending in a sobbing note.

Drake flinched as though he had been struck. He hesitated for an instant, and then, without a word, he released her. With shaking hands Sheilagh adjusted her gloves.

What would happen next? She stared at him half defiantly and half tearfully. This was her triumph. She ought to exult....

She fought back the bitterness and misery surging in her heart. So far she had been stronger than she had dared to hope. But it must finish now. She couldn't bear this tension any longer.

She strove to speak naturally.

"I suppose I can be driven to the station?"

She half expected him to refuse. But that would have been childlike. Drake gazed at her for a full minute and then nodded.

"So this is the end?"

"Yes."

"I refuse to accept that. You will come back—and you will marry me!"

"I would rather—." But she checked the retort. Suddenly she saw Drake through a blur. A blinding mist stung her eyes. She turned abruptly and hurried with bowed head from the room.

A Night of Anguish.

The door slammed behind her. Silence once more. No sound but the ticking of the clock and presently the hum of a car in the drive. Drake stood in the centre of the room, his fingers twitching restlessly on the cold bowl of his pipe. Sheilagh had gone. It was like a dream. He could hardly believe it.

But she had gone, and, despite all he had said, he might never come back. He might never see her again; she would be swallowed up by the vast, formless shadows from which she came as completely as though she were dead. Better death—for there would be a sweetness and fragrance in the memory.

For a while she had illumined his life, filled it with colour and glamour and beauty, restored to him the youth he had almost lost. How they had dreamed together of the future, how they had loved....

And must he believe that even those dreams were a sham, that her kisses were a mockery, that she had lived a monstrous lie, pretending to love him, and all the time nursing this terrible revenge?

He revolted from the thought. Apart from all else, it was unjust. He had not ruined her father deliberately. But how could he explain the complexities of speculative finance? How could he convince her that her father had merely played high and lost?

Folding his hands behind his back, he commenced to pace the room. He walked up and down with stooping shoulders and bent brows, and all the time the wound that had been inflicted seemed to grow more agonising. It was a feeling of despair—that it was he who had lost her for ever.

What else was there in life? How could this great void, this emptiness, be filled?

Drake did not go to bed that night. The lamp was still burning in the library when dawn broke. An astonished man-servant found him crouching in a chair, his head buried in his hands. On the spur of the moment he invented a plausible story.

Sheilagh, he explained, had received a telegram from a relative who was dangerously ill. She had to catch the midnight express back to town.

The old lady studied her son thoughtfully.

WOMAN OF 100 AND MODERN GIRL.

FORMER HOSTESS OF GLADSTONE.

Mrs. Frederick Pennington, London's "Grand Old Woman," was 100 years old on June 23.

Proud of the event, she had a preliminary celebration in the form of a small tea-party at her house at 17, Hyde Park-terrace the day before. Lord Aberconway and Lord Southwark were amongst old friends who called.

Plaintively attired in brocade and old lace, she chattered about her life—she knew Gladstone, John Bright and Cobden—while her friends sat and marvelled.

On her birthday there will be a quiet luncheon and a grander tea-party. The house will be "open" to all her friends and hundreds of relatives, irrespective of invitation.

Mrs. Pennington is surely one of the most remarkable women in Britain. She daily attends to a voluminous correspondence and reads three newspapers without the aid of spectacles;

Carves and serves at table; takes a daily drive in an open car; knits, sewers and bed-socks for charitable institutions; and reviews late and sleeps nine hours only.

Mrs. Pennington came to London 20 years ago and gathered wild raspberries and blackberries around where the Marble Arch now stands.

She was an enthusiastic tennis player, and Mr. Gladstone saw the game for the first time at the Penningtons' home, Brynme Hall, near Dorking.

Mr. Gladstone's hostess was a Liberal—her husband was Liberal M.P. for Stockport—and a strong advocate of women's suffrage. She freely defends the modern girl when necessary.

The King has consented to lend some of his Gainsboroughs for the exhibition of that artist's works which Messrs. Agnew are opening in aid of the National Art Collections Fund.

She envied them even their obscure employment, their care-free hearts.

Time was dragging like lead; and it would always be the same. Her life had suddenly become without object.

She recalled Drake's confident prediction. "You will come back—and you will marry me."

Suppose she did—but no, that was unthinkable. There was still one solution that remained. It was not ideal; she even shrank from it. But slowly, against her own will, she became convinced it was the only course she could take.

She bit her lip, but as she stood up the colour mounted unconsciously to her face. Desperately steming back a wave of depression she went upstairs to get ready to meet Hugh.

(To be continued.)

THE POLICE RESERVE.

ORDERS FOR THE CURRENT WEEK.

Hongkong Police Reserve Orders by the Hon. Mr. E. D. C. Wolfe, C.M.G., Captain Superintendent of Police, state:

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Wednesday, July 26th, at 6.00 p.m. sharp. All members of the Chinese, and Indian Companies, who have not yet passed Part 2 of Training Course must attend.

Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, July 26th at 5.30 p.m. sharp for Squad Drill under Sergeant Condon. Dress—Mufti.

Chinese Company.

Advanced men of the Chinese Company to be detailed by the O.C. will parade at the Police Training School, Kowloon, on Wednesday, July 26th at 6.00 p.m. sharp for Extended Order and Baton Drill under Inspector Paterson. Dress—Mufti, Rifle, Side-Arms, and Truncheon to be carried.

Flying Squad.

The final instruction patrol of the month will take place on Thursday, July 26th, and all members of the Flying Squad are requested to attend. Fall in at Central Police Station at 5.15 p.m. sharp. Dress—Khaki Uniform.

Revolver Practice—Members of the Flying Squad who have not been passed out in Part 3 are required to attend at the Kennedy Road Range on Sunday, July 29th at 9.30 a.m. sharp, for Revolver Practice under Inspector Booker. Dress—Mufti.

Sharpshooter's Co.

No Revolver Practice will take place on Wednesday, July 26th. A revolver practice in night firing will be held shortly, and the date will be announced later.

(Sgd.) W. KENT, A.S.P. Adjutant.

UPHOLSTERY THAT LASTS

Lane, Crawford's

SINGAPORE GOLFERS WARNED.

TIGRESS AND CUB SEEN ON LINKS.

Members of the Singapore Golf Club, and Singaporeans given to cross-country walks have been advised to gang warily for a few days, since a tigress with a cub was seen on the Bukit Timah Golf Course on July 18th.

This report was made by the groundsman, who telephoned to the hon. secretary of the Golf Club that a tigress and a cub had been seen at the fourteenth hole on the course. He was quite positive in his assertion, and caution is obviously advisable, until the report is authenticated.

The last occasion on which a tiger was reported on the Island was about two years ago when a coolie working in the Woodlands district was attacked and fatally mauled. From time to time during the last few years tigers have swum across the Straits, but it is a very long time since one has been seen so near to the suburbs as the Bukit Timah golf course—six miles from town.

The presence of the cub is a mysterious feature, and unless it achieved the long swim across the Straits it must either have been born on the Island or walked across the Causeway. Further reports will be awaited with keen interest and there will be no lack of local sportsmen ready to follow them up.

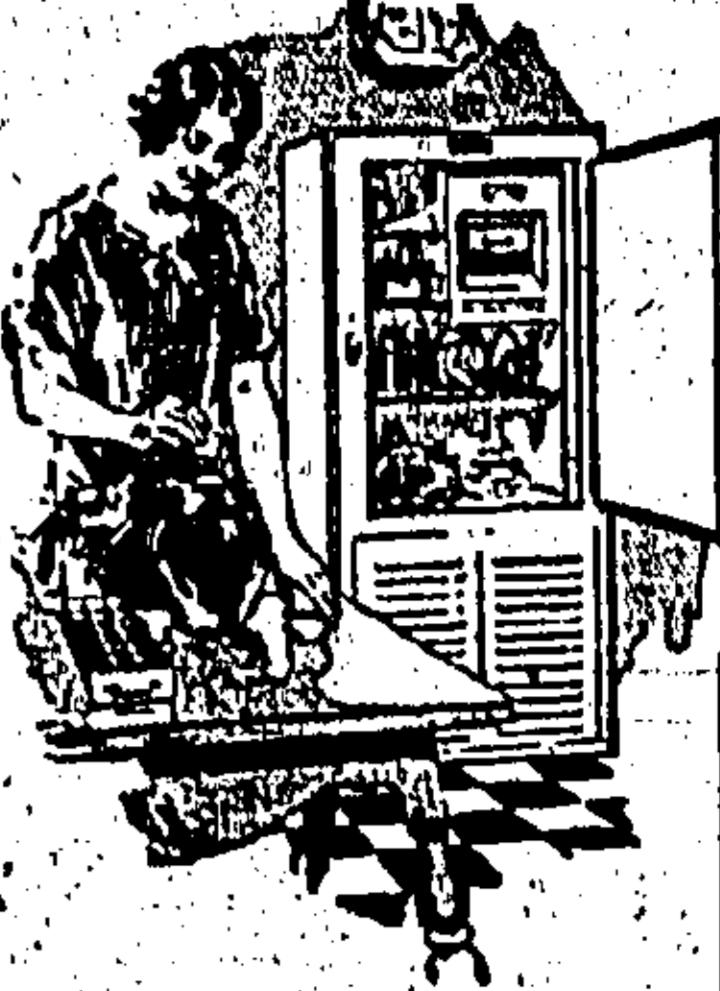
Sir L. Worthington Evans in the Commons stated that he understood military tattoo would take place at Tidworth, Wilts, in August.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

B	L	A	C	K
S	L	A	C	K
S	H	A	C	K
S	H	A	N	K
T	H	A	N	K
T	H	I	N	K
T	H	I	N	E
W	H	I	N	E
W	H	I	T	E

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TO OSAKA via AMOY, MOJI & KOBE	Namsang	Fri. 3rd Aug at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kumsang	Fri. 17th Aug at 7 a.m.
TO CANTON	Kwaisang	Tues. 24th July at 10 a.m.
TO STRAITS & CALCUTTA	Fooksang Hongsang Kutsang	Wed. 25th July at 3 p.m. Sat. 4th Aug at 3 p.m. Thurs. 9th Aug at 3 p.m.
TO SANDAKAN	Hingsang	Wed. 25th July at 11 a.m.
TO TIENSIN	Chingshang Chaongsing	Wed. 25th July at noon. Tues. 7th Aug at noon.

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S.S. "DARDANUS" ...	via Suez Canal 27th July.
S.S. "CITY OF EVANSVILLE" ...	via Suez Canal 7th Aug.
S.S. "LYCAON" ...	via Suez Canal 24th Sept.
S.S. "PHÆMIUS" ...	via Suez Canal 21st Sept.
S.S. "CITY OF LINCOLN" ...	via Suez Canal 5th Oct.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to change without notice.

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TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.	
Steamship "GLENSHANE" (Via Oran) ...	12th Aug.
Motor Vessel "GLENNOLE" ...	11th Sept.
Motor Vessel "GLENAMOY" (Via Oran) ...	18th Sept.
Motor Vessel "GLENAPP" ...	31st Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOY" ...	10th Aug.
Motor Vessel "GLENARRY" ...	1st Sept.
Motor Vessel "GLENAPP" ...	14th Sept.

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Sailings from Canton—Daily at 8 a.m. (Sundays and 4.30 p.m. 4.30 p.m. only).	

HONGKONG-MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).	FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).
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SPECIAL EXCURSION.

On Sunday 29th July a.s. "TAISHAN" will sail from the Hongkong Wharf at 9.30 a.m. and return from Macao at 6.00 p.m.

RETURN SALOON PASSAGE FARE: \$5.00.

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

TRAFFIC SIGNAL.

NEW INSTALLATION IN GARDEN ROAD.

The following official explanation is made of the appearance of the new signal at the bottom of Garden Road:

A "Stop and Go" sign has been installed at the junction of Garden and Queen's Roads. It is to be tried as an experiment and if successful the hand signals by day, and light signals by night will be dispensed with. A light will illuminate the signal at night time.

The object of the signal is to control crossing traffic i.e. up and down Garden Road from and into Queen's Road. All traffic travel

ling in any other direction may do so without interruption, viz:

Cars coming from the West proceeding East along Queen's Road Central will not stop though the "Stop" signal is visible. Such cars must stop if they wish to go up Garden Road until the word "Go" appears on the signal.

Cars coming from the East proceeding up Garden Road and cars proceeding down Garden going West can do so at any time without interruption. They must look out for pedestrians.

Athena, July 23.

M. Venezeles has announced that a general election will be held in December. Reuter.

THE HONGKONG TELEGRAPH. TUESDAY, JULY 24, 1928.

ENGINEER LEAVES.

THIRTY-TWO YEARS ON CHINA COAST.

CONSIGNEES' NOTICES.

A. & M. LINE.

From U. S. A.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON, STRAITS and PHILIPPIINES.

The Steamship,

"CITY OF EVANSVILLE"

having arrived, Consignees of Cargo

are hereby informed that all Goods

are being landed at their risk into the

hazardous and/or extra-hazardous

Godowns of Holt's Wharf, whence

Delivery may be obtained.

No Claims will be admitted after

the Goods have left the Godowns, and

all Goods remaining undelivered after

the 20th inst. will be subject to

rent.

All Claims against the Steamer

must be presented to the Undersigned

on or before 4th August, 1928, or they

will not be recognized.

All broken, chafed and damaged

Goods are to be left in the Godowns;

where they will be examined on any

Tuesdays or Fridays, between the

hours of 10.45 a.m. and Noon, within

the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

the Undersigned.

The Motor Vessel,

"MYRTLEBANK"

having arrived, Consignees of Cargo

are hereby informed that all Goods

are being landed at their risk into the

hazardous and/or extra-hazardous

Godowns of The Hongkong and

Kowloon Wharf and Godown Co.

Ltd., whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after

the Goods have left the Godowns, and

all Goods remaining undelivered after

28th July, 1928, will be subject to

rent.

All Claims against the Vessel

must be presented to the Undersigned

on or before 3rd August, 1928, or they

will not be recognized.

All broken, chafed and damaged

packages are to be left in the godowns,

where they will be examined on the

28th July, 1928, at 10 a.m. by

Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

the Undersigned.

The Motor Vessel,

"HAKONE MARU"

having arrived from the above ports,

Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China

Provident Loan and Mortgage Co. Ltd., whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after

the Goods have left the Godowns,

and will be subject to rent.

All broken, chafed and damaged

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AND

SHANGHAI

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MAJESTIC HOTEL
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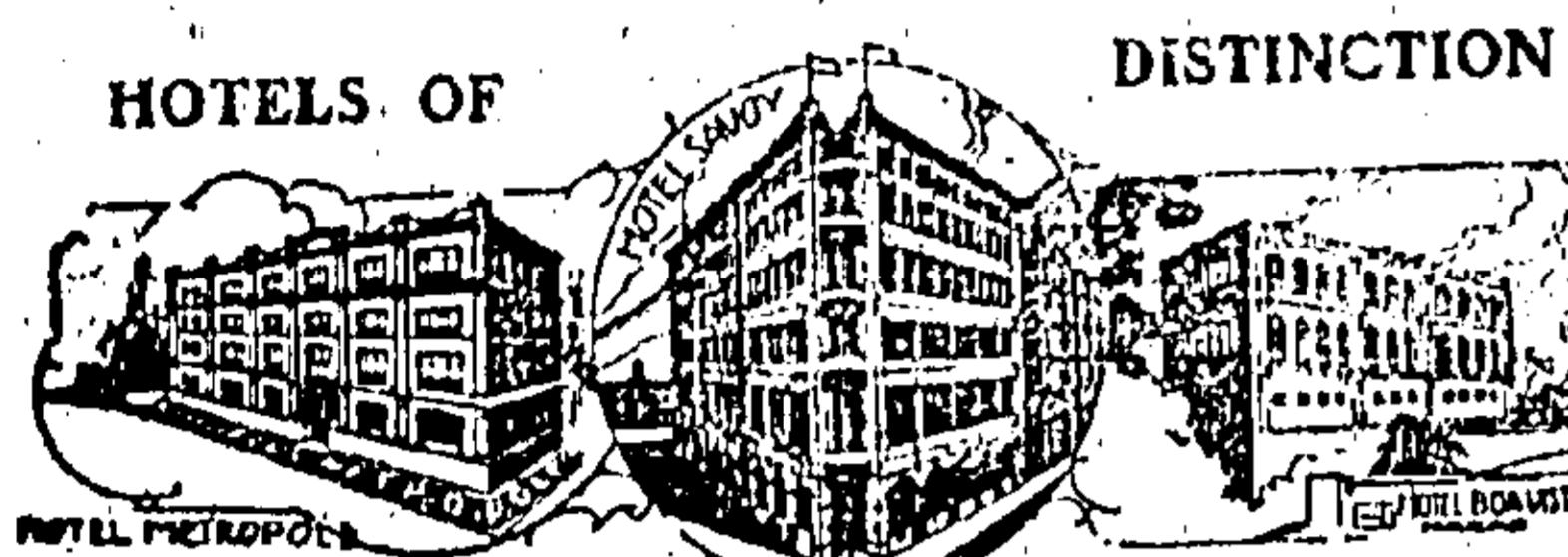
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BRITISH ATTITUDE TO EGYPT.

NO INTERFERENCE IN THE LATEST CRISIS.

MATTER FOR PEOPLE.

London, July 23.
"I have no statement to make on recent developments in Egypt. The attitude of the British Government remains unchanged. It regards the Egyptian Parliament and Constitution primarily as matters for the King of Egypt and the Egyptian people to determine."

This was Sir Austen Chamberlain's reply to three questions in the House of Commons to-day regarding the suspension of the Egyptian Parliament.—Reuters.

No Advice Tendered.

In the course of his remarks on the Egyptian crisis, Sir Austen Chamberlain said he had "had some previous indications of what was going to happen, and Lord Lloyd, the British High Commissioner, and he had carefully refrained from expressing any opinion or tendering any advice."

It had been the consistent policy of His Majesty's Government to refrain, as far as possible, from interference in purely Egyptian affairs and to safeguard only those interests which Britain had to maintain and those obligations which it was Britain's duty to fulfil.—British Wireless.

RECKLESS DRIVING.

ITALIAN MOTORIST FINED FIFTY DOLLARS.

Mr. J. Giovannini pleaded not guilty when he appeared this morning before Major C. Willson summoned for reckless driving on Stubbs Road on July 10.

Sub-Inspector Alexander, outlining the case, said that defendant on July 10 was driving behind a large motor-bus belonging to the Hongkong Hotel. They were in Stubbs Road when at the bend near "Huntingdon," defendant passed the bus. At that time two private cars, Nos. 990 and 225, were proceeding in the opposite direction and but for the fact that both applied their brakes on time, a collision would have taken place.

Colonel J. C. Bustock, R.A.M.C., said he was driving car No. 990 up Stubbs Road, following about 20 yards behind car No. 225. The driver of car No. 225 suddenly stopped and witness had to pull up at once. Afterwards, the Colonel noticed that No. 225 had pulled up because defendant's car was overtaking a large vehicle on the wrong side of the road and at the bend.

His Worship:—Can you tell me what speed he was going?

Witness:—I don't know. It was a reasonable speed.

The driver of car No. 225 corroborated this evidence and asked about the speed of defendant's car.

He stated that it was about 25 to 30 miles per hour.

The defendant made a statement to the Magistrate in Italian in which he explained that the bus driver signalled him to pass. He requested some official of the court to visit the scene.

His Worship imposed a fine of \$50, remarking that the defendant had had a week to prepare his case.

The defendant left the court apparently protesting loudly in Italian.

NEW ARRIVAL.

TANKER "HELEN VINMONT" IN PORT.

A new arrival in Hongkong is the tanker Helen Vinmont, which appeared in this morning's Harbour Office Reports, carrying a cargo of 14,363 tons of fuel oil for the A.P.C., from San Pedro.

The Helen Vinmont was originally built as the Agwismith by the Newport News Shipbuilding Company in 1921 and is now owned by the California Petroleum Corporation. She is a steel twin screw steamer, built on the longitudinal framing system, for carrying petroleum in bulk. With a gross tonnage of 10,582 and net tonnage of 7,886 net, her dimensions are length 500 feet, beam 68.2 feet, depth 29.3 feet and with machinery aft, she is engined to 467 N.H.P. by the builders.

Under the American flag, she is commanded by Captain C. G. Lungquist and carries a crew of 42, one of whom is British and the remainder Americans.

At Thames Police Court a coloured man stated that he was robbed of 2s. 6d. whilst selling mosaics which brought luck.

MANNERS OF A MANAGER.

"MUST BE AFFABLE TO WOMEN."

Mr. John Hay Morren, of Temple Fortune-mansions, Golders Green, N.W., in the King's Bench Division, sued Excel Co. Ltd., of Russell-gardens, Kensington, W., for damages for alleged wrongful dismissal.

Mr. Morren claimed that he was engaged in October 1926 as general manager of all the company's retail provision and general stores at a salary of £500, rising to £800 a year, but was dismissed without reasonable notice in June 1927.

Giving evidence, Mr. Morren said he came from Scotland to take the position offered him by Mr. Montague Abrahams, the managing director.

Lord Hewart: It has been said that the Scotsman's finest prospect is the broad high road to England. (Laughter.)

Mr. Morren said that all the company gave him was the position of manager of a branch shop, and when he resented this he was dismissed. He claimed six months' notice.

Mr. Montague Gluckstein Abrahams, managing director, stated that Mr. Morren had no experience of retail shops and was not competent to supervise a number of them. He was given the management of premises at Golders Green, and he (Mr. Abrahams) found him in the shop wearing a hard felt hat and an ordinary lounge suit. Mr. Abrahams pointed out that he should wear a long grey coat.

Garden-Party Coat.

Lord Hewart: As if he was going to a garden party?

Mr. Abrahams: He was cynical, and I warned him that he would have to drop that manner. "Your customers, mostly, are women, and you must be affable to them," I told him.

Lord Hewart: Do they like an affable manager? Does it make them buy an extra half-pound of butter? (Laughter.)

Mr. Abrahams added that Mr. Morren was not satisfied and would not stop, so he (Mr. Abrahams) gave him a month's notice.

Mr. Comyns Carr, K.C. (cross-examining): You were not very affable that morning. Did you come away from the shop leaving the lady cashier in tears?

Mr. Abrahams: That is news to me.

Lord Hewart: Perhaps they were tears of joy. (Laughter.) Was the manager to wear the frock coat and a white apron at the same time?

Mr. Abrahams: I don't recollect anything about a white apron.

Lord Hewart: Oh. Perhaps it was a white waistcoat. (Laughter.)

The jury returned a verdict for Mr. Morren for £366, and judgment was entered accordingly with costs.

ANGRY SCENE IN THE DAIL.

THE SPEAKER CALLED A "SKUNK."

The Speaker of the Irish Free State Parliament was called "a party hack" and "a mean skunk" during a stormy discussion on the Constitution (Amendment) Bill in the Dail recently.

When the Minister for Finance moved the closure, Mr. Frank Aiken, Republican Deputy, for Louth, said, I want to speak on this question.

The Speaker replied that he would accept the Minister's motion. Mr. Aiken (gently): I say that it is a damned disgrace that the Bill should be allowed to go through without further discussion. You are a damned party hack and nothing but a mean skunk.

The Speaker proceeded to put the motion, and Mr. Aiken exclaimed loudly: I say you are nothing but a damned hypocrite.

Addressing the Government benches, Mr. Aiken cried: You are nothing but a pack of psalm-singing hypocrites.

Mr. Aiken refused to withdraw his remarks, and Mr. Cosgrave, President of the Executive Council, moved his suspension, which was carried by 61 votes to 44.

ORDER OF THE RED BANNER."

SOVIET RUSSIA'S PROPOSED DECORATION.

Soviet Russia is proposing to follow the example of non-Communist countries in establishing an "Order," the conferment of which will, moreover, carry with it monetary benefits. The Council of People's Commissars has submitted its statutes to the President of the Central Executive Committee of the U.S.S.R. for the latter's approval.

This Order is instituted as a reward "for meritorious services rendered to the Soviet Union or to the separate Union Republics in the field of production, scientific work, or government or public service."

Persons upon whom it has been conferred, and members of their families, will be entitled to personal pensions.

TILDEN NOT TO BE PLAYED.

KEPT OUT OF MATCH WITH FRANCE.

L.T.A.'S FIRM STAND.

Now York, July 23.
Officials of the United States Lawn Tennis Association have cabled to Mr. S. H. Collum, the President of the Association, endorsing his decision not to play Tilden in the Davis Cup challenge round between the United States and France.

Tilden's disqualification is the result of his having violated the amateur rules by writing, for payment, articles on the Wimbledon tournament.

The announcement has caused surprise in sporting circles, where it had been confidently felt that Tilden would be played in view of the request of the French Lawn Tennis Federation to reinstate him.

Mr. Collum has cabled the United States Lawn Tennis Association from London stating that he has replied to the French Lawn Tennis Federation saying that the charges against Tilden should stand.

The Treasurer of the United States Lawn Tennis Association has now cabled to Mr. Collum saying: "All concerned here endorse the sentiment that Tilden should stand and that he be not reinstated in the team."—Reuters' American Service.

REAL SUMMER IN ENGLAND.

A STATE OF DROUGHT DECLARED.

London, July 23.
As a result of the continuous hot weather, which at present shows no signs of a break, a state of drought is officially declared, fifteen days having passed without rain.

London's sources of water, however, make the capital safe from any danger of a water famine, though its normal consumption of water is 260 million gallons per day.—British Wireless.

AMERICAN MARINES IN CHINA.

TO BE REDUCED BY TWELVE HUNDRED.

Shanghai, July 24.
Orders have been received to reduce the number of United States marines in China from 3,800 to 2,600, by evacuating 1,200 from Tientsin to America shortly.

It is understood that this order is the result of Admiral Bristol's recommendation that the China situation does not at present require the maintenance of the United States forces at their present strength.—Reuters.

SOLICITORS IN THE DOCK.

ONE SENTENCED TO THREE YEARS FOR FRAUD.

A passion for betting on horses, amounting almost to mania, was stated at the Old Bailey to have led to the downfall of Edward Arthur Mammatt, aged 53, a solicitor, of Ashby-de-la-Zouch, Leicestershire, who pleaded guilty to fraudulently converting to his own use £7,683, which had been received by him in trustee of two estates.

Sentence of three years' penal servitude was passed.

Mr. H. D. Roome, prosecuting, said that Mammatt was trustee of the estates of the late Alfred William Bean and the late Lionel Bean. According to his instructions £7,683 did not represent the whole of the misappropriations. It was alleged that in respect of the estate of Lionel Bean he had misappropriated £13,600. With regard to the estate of Alfred William Bean there had been a claim against Mammatt in the High Court for £27,137, but £12,844 was found to be due from Mammatt. In addition there was a warrant outstanding for £10,808, alleged to have been fraudulently converted from another trust.

Mr. M. St. John Hutchinson, for the defence, said that Mammatt put as much as £1,000 on horses in a single day. He stands in the dock literally without a farthing and his wife has only £40 a year to live on.

THE LAUGHING, DANCING FILM HIT!

THE adventures of a girl—the product of an Irish mother and a Jewish father!



—What
a girl
was—

FRISCO SALLY LEVY PEP!

With
SALLY
O'NEIL
and
ROY
D'ARCY

Metro-Goldwyn-Mayer
PICTURE

FELIX THE CAT IN "FELIX USES HIS HEAD"

AT THE
QUEEN'S
FINAL SHOWINGS
TO-DAY

A CLEVER DETECTIVE COMEDY.

VIOLA DANA
RAYMOND GRIFFITH
IN

40
WINKS